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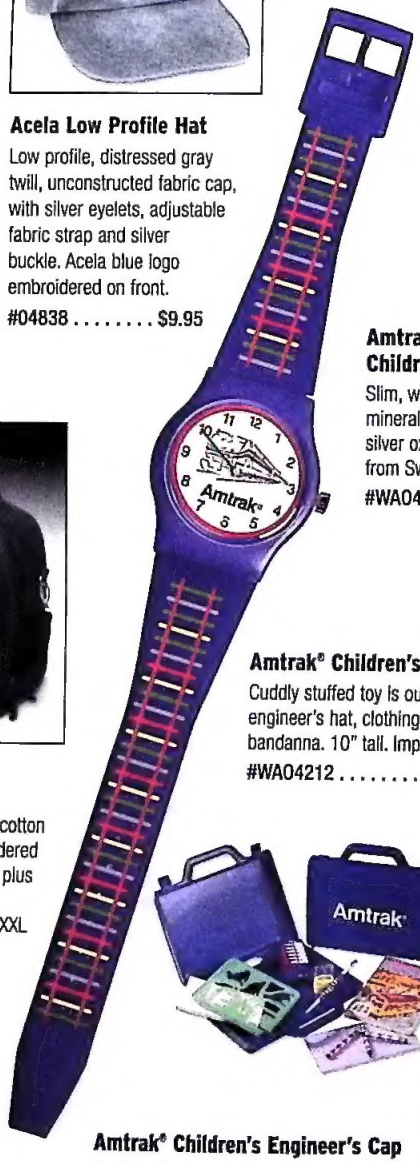

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RAILFAN & RAILROAD®

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on the cover

Central Oregon & Pacific's Medford Hauler pops out of the south portal of Tunnel No.13 at the summit of the Siskiyou Mountains in Oregon. This location, just north of the California border, was the scene of the last great train robbery in America in 1923, when the line was owned by Southern Pacific. Larry L. Cantrall looks at the operations of today's Central Oregon & Pacific beginning on page 30. Photograph by Larry L. Cantrall.

Publisher's Desk

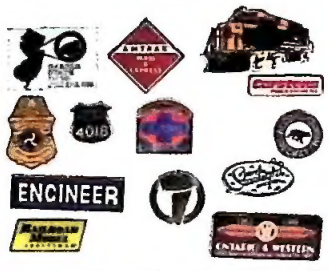
Collectors' Pins

WELL, THERE ARE TIMES when you just can't help yourself, like when you're waiting for a fan trip to start and the gift shop is staring you in the face. Or it's in the hobby shop or in a railroadiana weekend flea market. And there, next to the cash register, is a rack of railroad pins eager for you to pick out a few to stick on your hat or jacket.

Railroad pins have blossomed forth in their current format over the past 25 years. Mostly they're etched brass-colored metal, hand painted, with two to four colors. They average about an inch in size so that a visored cap can easily hold a fistfull. Its axiomatic that the more pins you add to your hat, the heavier the hat gets. Prices vary but run from about $3.00 to $8.00. BC Rail's *Starlight Express* pin in a silvery metal, unpainted, cost C$3.99.

Sometimes you can get these pins without any further expenditure of money, such as the 1988 NRHS New Jersey national convention which, memory says, came with the registration package. This pin measured 1¼" in length and featured the NRHS logo and a map of the Garden State on a sky blue field.

The Amtrak pin promoted their new mail and express service and is reminiscent of the Railway Express logo of yesteryear The GP40-2 in a bold blue and yellow shows Alaska Railroad 3015 and was bought in the ARR gift shop in Anchorage.



A west coast RAILFAN & RAILROAD reader sent me the Federal Railroad Administration Chief Inspector pin, and at first glance I thought it was a pin for the Isle of Man in the British Isles because of the three "legged" design similar to the Isle of Man motif. This pin is all gold except for the Deptartment Of Transportation design in blue with the "legs" in white.

The shield design is a replica of Union Pacific's famous 4018 number plate done in silver with black paint. The South Florida Railway Museum has red and blue lettering on a gold field. The pewter colored National Model Railroad Association pin shows their British Region logo and is the only one shown having a safety pin type catch; all the others having the push catch. The circular Algoma Central pin is done in maroon, black and white on a gold colored metal.

"Engineer" was bought at a preservation railway in England and is dark blue and white on gold. MRIA is the membership pin for the Model Railroad Industry Association, a circular device finished in gold with a railroad spike and "MRIA" in black. Mentioned previously, *Starlight Express* is a silvery oval and promotes BC Rail's dinner train, which offers a mighty delicious repast, indeed. The large pin at lower right was made for the NRHS Ontario & Western Chapter's 25th Anniversary in 1988 and is a handsome *Mountaineer* maroon and red with gold trim.

There are hundreds more such pins covering most major north American railroads and many that have long since disappeared. They're available for most of the British preservation railways, railway unions, railroad organizations and even for model railroads, which can fool railfans into thinking they are made for real railroads.

Many of these pins are one-shots made in limited quantities and, once gone, become increasingly rare collectors' items. At this writing the Carstens Publications, Inc,. and RAILROAD MODEL CRAFTSMAN pins are still available at $3.50 each, from Carstens Publications, Inc., P.O. Box 700, Newton, NJ 07860, plus appropriate N.J. and Canadian tariffs. A RAILFAN & RAILROAD pin has not yet been made available. .

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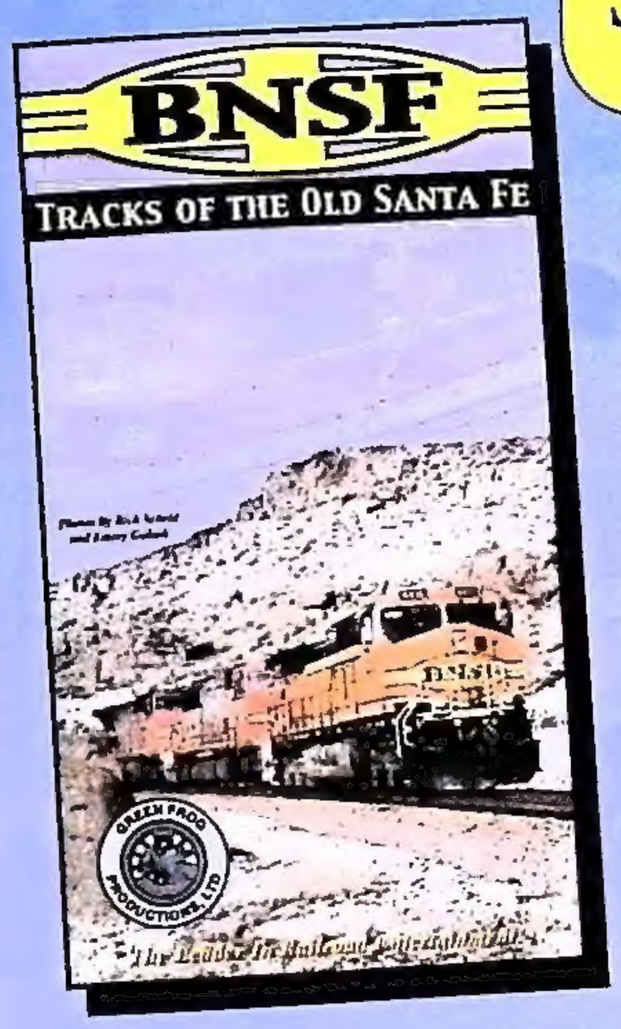

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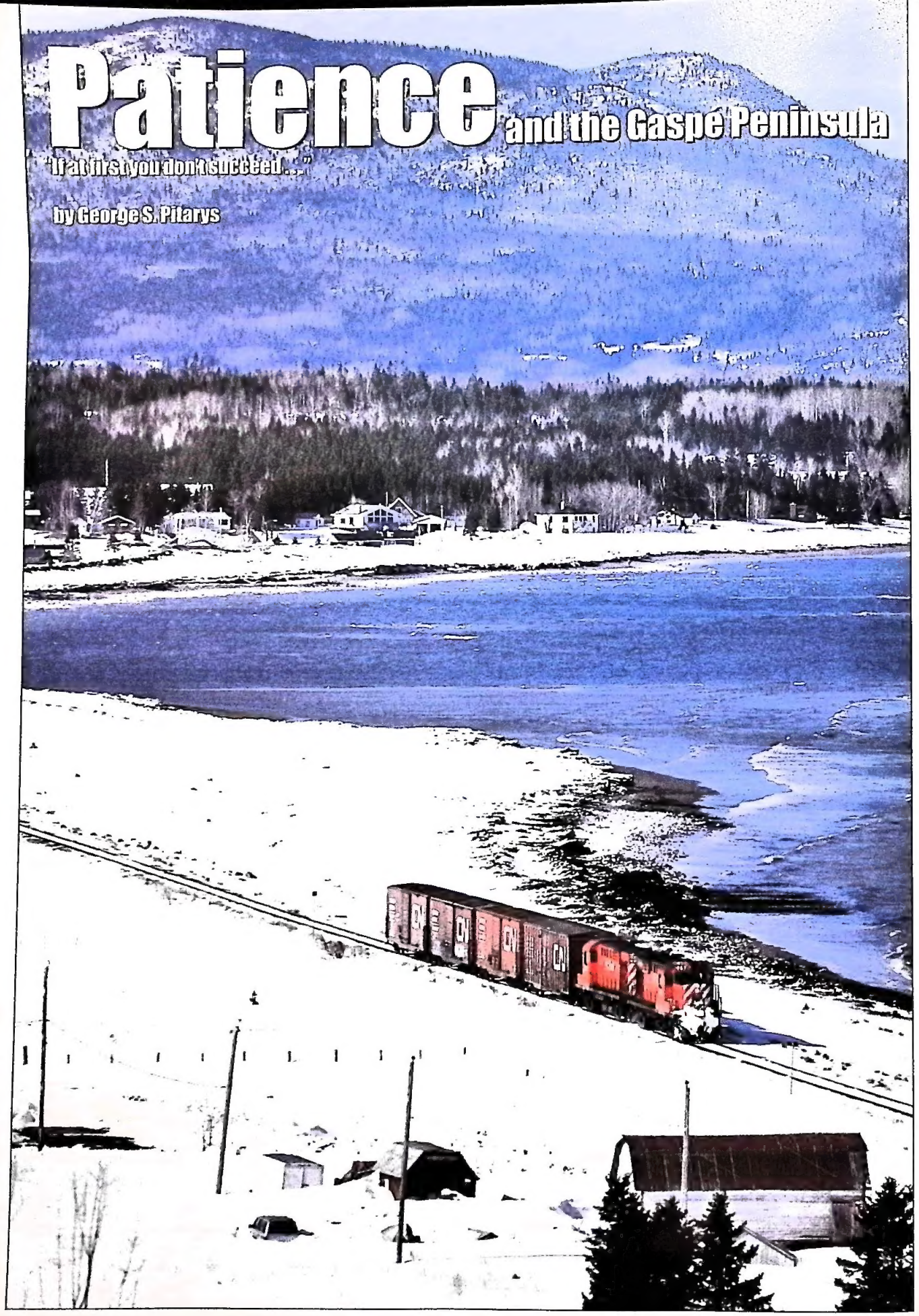
GREEN FROG PRODUCTIONS, LTD

Patience and the Gaspé Peninsula

"If at first you don't succeed..."

by George S. Pitarys



PHOTOGRAPHY GEORGE S. PITARYS

THEY SAY that patience and perseverance are virtues worth striving for, yet anyone who knows me is aware that I have little of the former and a surfeit of the latter. It is also said that good things come to those who wait. Are these aphorisms relevant when it comes to railfanning? In my case, and in reference to the Gaspé peninsula, the answer is an emphatic "Yes!"

For several years I have wanted to photograph the former Canadian National Cascapedia and Chandler Subdivisions that extend from Matapedia to Gaspé, Quebec. These lines were absorbed by Quebec Rail Corporation in October 1997 as CN continued its system-wide rationalization program. Operating as the Baie de Chaleur Railway between Matapedia and Chandler, and as the Gaspé Railway between Chandler and Gaspé, these two companies operate through some of the most spectacular scenery in the east.

Bereft of freight traffic east of Chandler from 1991 until 1998, the line's sole reason for existence was the

OPPOSITE: **As breakers roll onto the beach, Baie de Chaleur Railway train No.593 is dwarfed by the surrounding topography as it leaves the mile-long causeway at Douglastown, Quebec. It's easy to see why the Gaspé peninsula is such a popular tourist destination.** ABOVE: **Eastbound train No.592 crosses the river that gives Grande Riviere, Quebec, its name. Long deck bridges are a hallmark of the Gaspé line, and permanent slow orders allow ample opportunity to shoot trains on them.** BELOW: **The station at Gaspé marks the end of the line and, for the photographer, fulfillment of a long-time goal. Just 100 feet behind the photographer is the end of track. The 1960s-era station still sees tri-weekly passenger service as the eastern terminal for VIA's *Chaleur*. BOTTOM: The blue Gulf of St. Lawrence, red RS18s, white snow and a green "resume speed" flag make a colorful combination as No.593 approaches Grand Riviere from the east.**

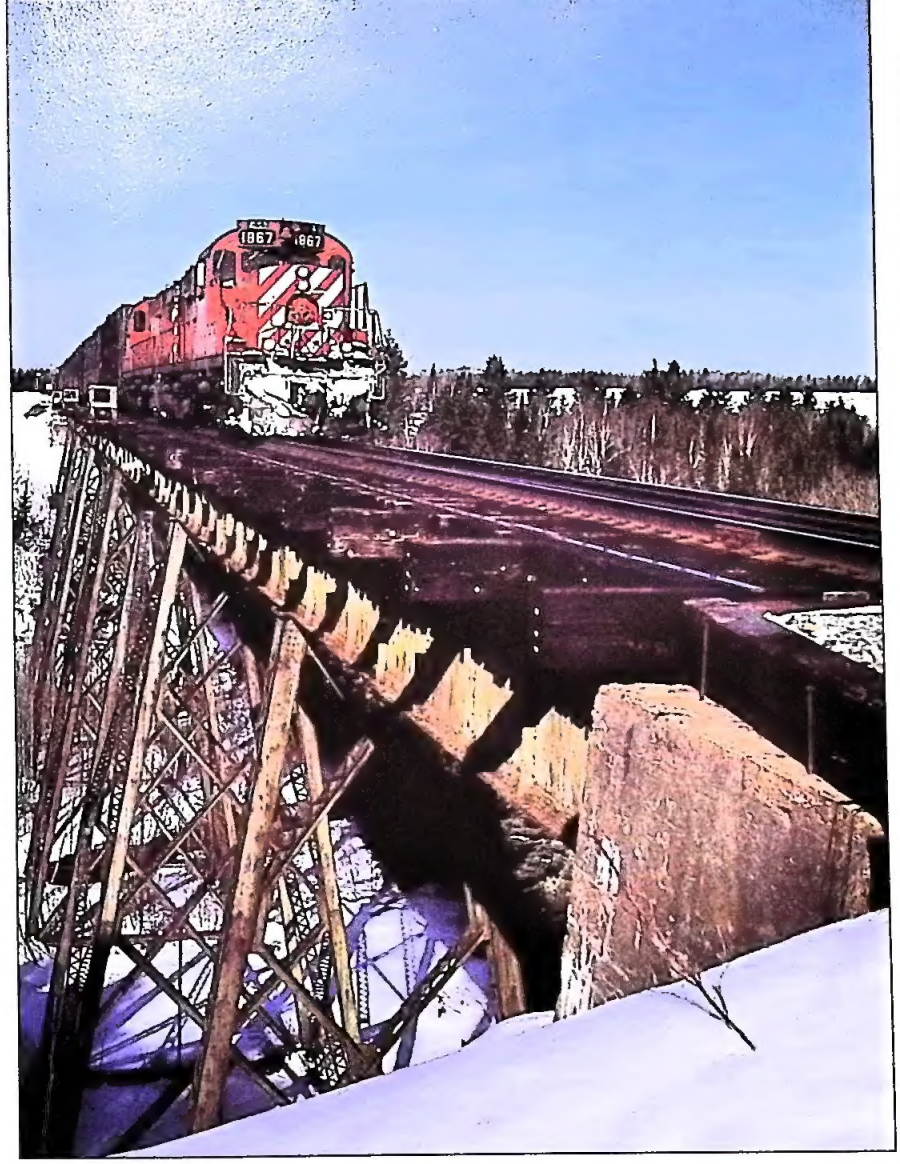
tri-weekly VIA passenger train, the *Chaleur,* which provides access to the popular beaches lining the southern coast of the Gaspé peninsula. Under QRC leadership, freight business in the form of copper concentrate was once again lured to the rails in 1998.

The Baie de Chaleur Railway, as part of the QRC Campbellton cluster, is operated with former Canadian Pacific RS18s. That, along with the dramatic scenery, had made this section of railroad tops on my list of priorities. But alas, despite three trips in as many years to the area, and considerable success in capturing the other QRC lines (as well as the Cascapedia Subdivision as far as New Richmond) the line from New Richmond to Gaspé continually eluded me. Even more trips were planned and reservations made, only to have the schedule changed, or the trains canceled on the day I had prepared for. At least four times, I was thwarted by some circumstance or other.

Here's where the perseverance comes in. In January, R&R editor Steve Barry and I began planning our annual trip. Steve expressed a long time (13 years) desire to "get the Gaspé" as well, so naturally another stab at this line was quickly agreed upon. I got in touch with my contacts on the QRC, and it seemed that all the ducks were lined up — all we had to do was knock them down. Steve and I left my home on April 3, 2001, and made the 510 mile drive to Campbellton, where we met friends Bill Linley and Hal Reiser, also devotees of the line who had until now been thwarted in their many attempts to photograph the freight as well.

The "big day" dawned as a clear blue dome. We knew from previous inquiries that the train would go on duty at

ABOVE: **Westbound freight No.593 does not distract any parishoners as it races past the rustic church still buried in the winter snows at the quaintly-named village of Ansé a Beaufils (Beautiful Son's Cove).** BELOW: **The first shot of the big day was actually this view of No.592 approaching Caplan. The sparkling waters of Chaleur Bay make a beautiful background and give a hint of what is to come on this eagerly anticipated chase.**



6:00 a.m., and we arrived at the New Richmond station at that time. I went in, and the crew, already doing their paper work, remembered me from previous forays and were quite friendly, so we discussed the day's itinerary and timing. In due course they assembled their train, consisting of two RS18s and 14 cars. We left ahead of the train and made our first "set" a few miles east of New Richmond, at Black Cape, waiting with bated breath the whole time, afraid that *something* might go wrong again. This got particularly worrisome as they seemed to be taking an inordinate amount of time in getting to us. But, at long last at 7:45 a.m. they came along. The ensuing chase to Gaspé and back to Port Daniel, where the sun finally set, was far too long to enumerate here, but suffice to say we made 31 sets in the spectacular light and gorgeous scenery. It truly was an exciting and memorable day in the pantheon of railfan trips. I guess those adages I quoted at the outset really do have some validity in railfan applications. They surely did in the quest for the Gaspé freight !

The author would like tp thank RTC Dawn Smollett and Chief RTC Cliff Firlotte for their invaluable assistance in the preparation of this article.

LEFT: **Numerous estuaries cross the path of the railroad as it wends its way along the coastline. No.592 is crossing one stream on the tall, spindly trestle at Shigiwake.** BELOW: **The peninsula's rugged shoreline topography is clearly evident in the rocky outcroppings as No.592 exits the east portal of the 630-foot tunnel located just east of Port Daniel.**

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In Focus

News-feature

CHIP SHERMAN

UTAH RAILWAY MK5000C No.5005 *had just been delivered at Provo, Utah on May 5, 2001. Six of the unique road units are now in service between Provo and Martin.*

Orphaned "Cats" Adopted

THE UTAH RAILWAY has received unique power for its operations over Soldier Summit: the six 5000 h.p. Caterpillar-powered MK5000C's built by Morrison-Knudsen in 1994 in an attempt to grab a portion of the new high-horsepower road locomotive market. Southern Pacific leased three of the big units (SP 501-503) for a year, but no more were ever built.

Historically, the Utah Railway was running 86-car loaded coal trains on Rio Grande trackage rights over Soldier Summit, west of Helper, Utah. When Union Pacific merged D&RGW and SP into its system, UP increased the train length over Soldier Summit to 100 cars. Consequently, the Utah needed locomotves with higher horsepower and tractive effort to move the heavier trains. To mee the need, 16 MPI SD40M-2s (9001-9016) were leased to the Utah Railway in 1991 when Morrison-Knudsen was awarded the railroad's locomotive operating and maintenance contract. Later that year, M-K delivered rebuilt SD40s 9001-9011 painted in Utah Railway's gray, red and yellow paint scheme to replace the MPI units. In 1993, the Utah Railway acquired an ex-Santa Fe Caterpillar-powered SD45M-2 5855 (Utah 9012), which had its Caterpillar prime mover replaced with an EMD 20-cylinder engine in February 1996. In May 1995 ex-MKCX F45 5531 joined the Utah roster as No.9013. In late 2000, Utah Railway asked MPI to test three of the stored MK5000C's. SP 503 (renumbered MPEX 503), MPEX 9901 and 9902 were on the property in October, and ultimately the railroad decided to purchase all six. SP 501-503 and MPEX 9901-9903 were renumbered Utah 5001-5006. Delivery began in April 2001.

On May 8-9, 2001, Utah Railway MK5000C 5005 was looking fresh on its first road trips with three SD40s and the 5003 working the Provo to Wildcat Mine Intermountain Power run. Two empty Intermountain Power trains were to depart Provo on May 9th. Union Pacific power was used on the first train called about 5:00 a.m., which got out of Provo before 6:00. The second empty was called about 10:00, and got out of Provo before 11:00 with Utah 5003-9010-9003-9005-5005. The units hustled the train directly to the Wildcat Mine, gaining Utah Railway rails at Utah Junction, near Martin.

The train loaded in less than two hours and ran back to Martin, where a six-unit mid-train helper was added. About 5:00 p.m., the heavy train began the climb up Soldier Summit, while Union Pacific's Denver-to-Roper Yard Z-train went west about the same time on an adjacent track behind UP SD70M 4040. Despite loading problems with the 5005, the train made it to the top, where the helpers were cut out.

As it was in the days Alcos roamed the Utah Railway, rare power is once again climbing the mountains of the Beehive State. Grab a flight to Salt Lake City and rent a car; the one-hour drive to Provo will start you on an unforgettable railfan adventure. The Alcos may be long gone, but these Caterpillars are worth hearing and capturing on film and tape. Main line action and variety doesn't get any better than Soldier Summit! — *CHIP SHERMAN*

Fanmail

Letters from readers

Controversial slide show?

I felt privileged to have been a presenter at EastRAIL 2001. The fact that my show was deemed "controversial" and "unsettling" to Jim Boyd (CAMERA BAG, June 2001 RAILFAN & RAILROAD) perplexes me. Having attended every EastRAIL, I never felt the presenters were competing with each other, but rather were exhibiting their personal styles for all to enjoy. Understandably, everyone is entitled to their opinion. It appears, however, that a review of my show went off on a tangent comparing the merits of black & white versus color. I'd like to express my thanks for the positive feedback from those who did not find my show "controversial" or "unsettling."

GENE COLLORA
VIA THE INTERNET

Defending black & white

I read Jim Boyd's review of the EastRAIL performances in the June 2001 RAILFAN & RAILROAD, and for the most part agreed with, or at least understood, his opinions. I would wish, however, to provide a differing opinion on Gene Collora's program, which consisted of original 1950s-era black & white images transferred to Scala b&w slide film.

Mr. Boyd apparently feels that "when all else is equal, color wins every time." Perhaps in book publishing, color is what sells. In dissolve shows, captivating an audience is what sells. Gene's program took me back in time, and it wasn't just the b&w or a railroader's perspective or a photographer's eye — it was the whole package. It was a unique look at a point in time, boiled down to the basic elements of photography — composition and light. There was no hiding behind blue skies, flashy paint schemes or rare locomotives. Between the classic compositions of operators handing up orders, trains splitting signals and manicured ballast lines, I didn't have time to worry about, "Gee, I wonder what this would look like in color?"

Boyd acknowledges the work of Link and the book *Starlight on the Rails*. But carrying the "if someone were standing side-by-side" logic a little further, would Steinheimer's work on the Milwaukee Road be any less gritty or telltale of a bankrupt had someone else done it in color? Would Plowden's images of steam, stations or steel mills be any more evocative had they been in color?

I wouldn't expect a book to be critiqued like a dissolve production, and I give the audience credit for viewing the shows as they are — productions that tell a story, not individual images to be compared to a different standard. With today's technology, we are able to colorize just about anything we want, and should we strive for a railroad Pleasantville where all our dismal b&w days of the past can be colorized, we could probably achieve that.

While taking nothing away from those who diligently toiled with ASA 10 films to capture the postwar era of railroading, Gene Collora was able to captivate an audience by masterfully conveying the images and feelings of the past with gritty texture and subtle tones. His efforts were far beyond being compared to splashy colors and whatever-chromes.

Mr. Boyd, at least we agree on one thing. We agree that "b&w (photography) is not the wave of the future." That's because black & white *is* photography.

MARK PERRI
AKRON, OHIO

The Cavalry moves by rail

I thoroughly enjoyed seeing Chip Sherman's piece on the movement of the U.S. Army's Third Armored Cavalry Regiment in Colorado in the June 2001 R&R. His capsule history of the Brave Rifles probably ought to mention that one of the Regimental Commanders, from 1938-1940, was none other than then-Colonel George S. Patton, Jr., who, of course, later became the colorful Commanding General of the Third U.S. Army in Germany in World War II.

The Third Cav has moved by rail many times throughout its history, and during my tour of duty with the Regiment in Germany during 1965 and 1966, we made a permanent duty station move from Straubing to Kaiserslautern, capably handled by the Deutsche Bundesbahn. The train was pulled by double-headed steam (most likely the Class 50 2-10-0s), with yet another steamer pushing. With all our M60A1 tanks and tracked vehicles on flatcars, we rode in comfortable German-built U.S. Army compartment cars and were well fed in a German DSG Speisewagen. While we were way back in the train, we could still lower the upper windows in the compartment and take in the sights and sounds of European main line steam railroading, gone by this time in the U.S. Army duty wasn't all that bad, to be sure.

It's great to see the Third Armored Cavalry Regiment (the "Regiment of Mounted Riflemen") carrying on the tradition of a military movement by rail.

R.L. EASTWOOD, JR.
HUNTINGDON VALLEY, PENNSYLVANIA

Wrong state

While reading the otherwise delightful July 2001 issue, I noted with some consternation that the towns of Kershaw, Lancaster and Chester had been magically moved from their long-time South Carolina location up to the Tarheel State of North Carolina. I wondered if there had been any protests from the residents after finding themselves uprooted from their ancestral homelands and transported to what South Carolinians and Virginians call the "Valley of Despair."

L.W. BROWN
LEXINGTON, SOUTH CAROLINA

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

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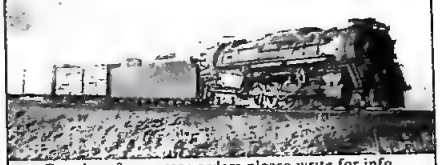

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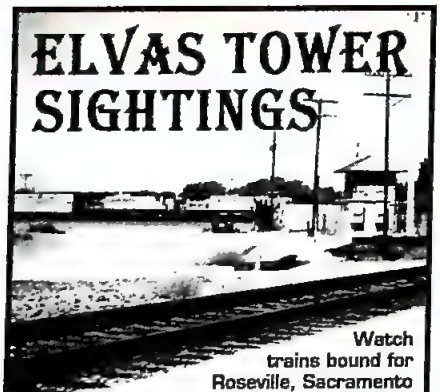

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Timetable

Railfan events guide

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RAILFAN EVENTS

EAST TROY ELECTRIC RAILROAD MUSEUM (P.O. Box 556, Waukesha, WI 53187; 262/548-3837; *www.easttroyrr.org*) will hold the following special events in 2001. Dinner trains feature special menus from famous trains of the 20th Century. Dinner train tickets $47, Tea Train tickets $23.50, reservations required. Contact the museum for complete details.

July 1, 4th of July Parade and trolley ride.
July 22, Tea Train dinner train ride.
August 4, *Golden State Limited* dinner train.
September 9, Tea Train dinner train ride.
September 29, *Olympian Hiawatha* dinner train.
October 6, *Capitol Limited* dinner train.
October 20, *Broadway Limited* dinner train.
December 1-2 and 8-9, Ride With Santa.

MONTICELLO RAILWAY MUSEUM (P.O. Box 401, Monticello, IL 61856; 217/762-9011; *www.prairienet.org/mrm*) will hold the following special events. Call or write for information.

July 3, Fireworks Train; ride the train to the fireworks (reservations required by calling 800/952-3396).
August 11-12, Caboose Trains with multiple cabooses.
September 15-16, Illinois Central Railroad Days celebrating 150th Anniversary of the IC; passenger and freight trains with IC equipment and special displays.
October 20-21 and 26-28, Ghost Train ride through Haunted Hollow.
December 1-2, Lunch with Santa (reservations required).

FELTON, CALIFORNIA, July 3-31 (Tuesdays only). Tiny Train Tuesdays at the Roaring Camp Railroads featuring the Kahuku, an 1890 Baldwin 0-4-2T. Ride the Kahuku free with any same-day regular Roaring Camps ticket. For information call 831/335-4484 or visit *www.roaringcamp.com.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.

July 6-7, Reading Days with special presentations, model railroad, tours of Reading equipment, more.
August 16-19, Railroad Circus Days with model circus trains, equipemt and performances displayed by the Circus Model Builders International.
October 12, 13, 19, 20, 26, 27, Tricks, Trains & Treats with ghostly tales at the museum and a ride on the Strasburg Rail Road. Tickets $15.95, $9.95 kids 3-11.
November 10, Trains and Troops featuring exhibits exhibits and displays on the role railroads played in the defense of our nation.
December 26, Home for the Holidays with a nostalgic glimpse at 100 yeras of holiday rail travel; meet engineers, conductors, ticket agents and passengers.

FELTON, CALIFORNIA, July 7. Steam Festival at the Roaring Camp Railroads with historic gas and steam-powered engines and a steam-powered sawmill, plus steam trains. For information call 831/335-4484 or visit *www.roaringcamp.com.*

GREAT CIRCUS TRAIN will make its annual trip from Baraboo to Milwaukee, Wisc., on **July 7-9** with overnight stops in Elkhorn and Ripon. Saturday towns include Lodi, Madison, Janesville and Elkhorn. Sunday towns include Milton, Whitewater, Waukesha and Horicon. Monday the train will visit Hartford and Germantown. The Great Circus Parade takes place at 2pm on July 15 in Milwaukee. For more information visit *www.circusparade.com.*

CLINTON CORNERS, NEW YORK, July 7-September 9. The Town of Clinton Historical Society features an exhibit on *The Enduring Harlem Line* from its birth in 1831 as the New York & Harlem Rail Road through its revitalization by Metro-North. The exhibit will be at the Creek Meeting House, Salt Point Turnpike, Clinton Corners (Dutchess County) and is open weekends from noon-4pm; donations suggested. For more information phone 845/266-9454.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 5301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

July 8-23, Maine and the Maritimes featuring Amtrak's *Downeaster* to Portland, Narrow Gauge Museum, Boothbay museum, Belfast & Moosehead Lake, Via's *Bras d'Or* and *Ocean Limited.*
August 16-20, Amish Rails featuring Strasburg Rail Road, Black River & Western, museums and more.
August 20-30, Keystone Historical Rail Tour featuring New Hope & Ivyland, Wanamaker, Kempton & Southern, Gettysburg, East Broad Top, Horseshoe Curve and more.
August 22-September 3, Wilderness Trains of the Great Lakes featuring Amtrak's *Empire Builder,* North Shore Scenic, *Minnesota Zephyr,* Algoma Central to Hearst, South Simcoe Railway and more.
September 3-14, Alaska Cruise/Rail Tour featuring White Pass & Yukon, Alaska Railroad, more.
September 20-23, Smithsonian Streamliner Weekend to Chicago on the *Capitol Limited* and *Cardinal* from Washington.
October 3-14, Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter.*
October 6-13, Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal.*
October 6-13, Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.
October 13-18, Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation Museum and French Lick, West Baden & Southern.
October 18-30, Ozark Autumn Tour featuring St. Louis light rail, St. Louis, Iron Mountain & Southern, Amtrak's *Ann Rutledge* and *Heartland Flyer,* Branson Scenic, Silver Dollar City, Eureka Springs & North Arkansas, Arkansas & Missouri, National Museum of Transportation and more.

Rail Travel Center also books the Montana Rockies Daylight, Royal Canadian Pacific and other luxury rail tours. Write or phone for information.

NASHVILLE, TENNESSEE, July 14. Murder Mystery & Jazz Excursion Train to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. Evening train ride to enjoy the Jazz Festival on the Square. Fare $27, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

PORTLAND, OREGON, July 15-18. Union Pacific Historical Society Annual Convention at the Holiday Inn Portland Airport featuring industrial tours, clinics, models and photo displays and and extra-fare excursion on the Mount Hood Railroad. Registration $90 before July 15, $100 after. Registration/information from UPHS 2001 Convention, PMB #361, 17675 SW Farmington Road, Aloha, OR 97077; *www.uphs.org.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwr.com*) will hold the following special events. Fares for all trips (uexcept mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information.

July 20, Mixed freight *(see separate listing).*

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September 15-16, Great Train Robbery.
October 27-28, Halloween Special.
November 23-25, December 1-2 and 8-9, Santa Express.

RINGOES, NEW JERSEY, July 20. Mixed freight on the Black River & Western departs at 10am. Return time depends on freight switching, lunch is available. Advance sales only, fare $25 from Black River & Western Railroad, P.O. Box 323, Ringoes, NJ 08551, attn: Elizabeth Griswold.

RAILCAMP will be offered by the National Railway Historical Society and the National Park Service at Steamtown National Historic Site from **July 22-28** and **August 12-18.** Campers will receive detailed instruction on various restoration skills, roundhouse operations, railroad operations, historic interpretation and a whole host of subjects connected with maintaining and promoting railroading's rich heritage. RailCamp is open to students entering the 9th grade through finishing the 12th grade in 2001. Tuition is $550 per student, which includes instruction, meals and lodging. For more information contact RailCamp 2001, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606; *nrhs@compuserv.com.*

ESSEX, CONNECTICUT, July 28-29. Railfan Weekend on the Valley Railroad featuring two steam locomotives. Saturday double-header, night photo session with R&R's Steve Barry, Sunday photo freight. Other activities and displays throughout the weekend, including the dedication of the Goodspeeds station. For more information contact the Valley Railroad, P.O. Box 452, Essex, CT 06426; 860/767-0103; *www.valleyrr.com.*

MINNEAPOLIS, MINNESOTA, August 3-4. National Association of Timetable Collectors Convention at the Ramada Inn in Roseville, Minn. Dealers tables, Saturday night banquet. For more information contact NAOTC 2001 Convention, c/o John W. Rothwell, 4271 Shineway Drive NE, Ada, MI 49301.

BELLOWS FALLS ,VERMONT, August 3-5. Transpo 2001/ Rockingham Old Home Days with visiting rail equipment and special rail excursions in addition to the *Green Mountain Flyer.* Night photo session Saturday night will feature a spectacular fireworks display over the equipment displays in the Green Mountain Railroad yard. More details to follow.

CINCINNATI, OHIO, August 4. *Summerail at CUT* sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. A full day of activities featuring multi-media slide presentations, railroad show & sale and a visit to Cincinnati Union Terminal's Tower A. Scheduled presenters include Joe Biancke, Dale Brown, Brian Carleson, Mark Demaline, Ron Flanary, Steve Forrest, Terry LaFrance, Dennis Nehrenz, Mark Perri, Jerry Peyler, Ron Spiga, Lance Wales and Gib Yungblut. Tickets sold in advance for $12 or on day of show if available. Make checks payable to Miami Valley Railfans and mail to Summerail 2001, Aubrey Flock, 4103 Elliot Avenue, Dayton, OH 45410.

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.
August 4-5, Overnight excursion from Orrville to Pittsburgh for the Three Rivers Boat Regatta and fireworks *(see separate listing).*
August 25, excursion to the Lorain County Fair from Canton and Orrville; tickets $39 economy coach, $45 regular coach, $75 first class, children $10 off above prices.
October 13, loop excursion from Orrville to Medina, Ohio, out via Canton and Akron, return via Spencer *(see separate listing).*
November 23-24, open house at the Orrville depot.
November 24, Santa Claus trains between Orrville and Brewster, several departures during the day.

ORRVILLE, OHIO, August 4-5. Overnight trip to Pittsburgh for the 23rd Three Rivers Boat Regatta & Fireworks sponsored by the Orrville Railroad Heritage Society. Buffet lunch after arrival in Pittsburgh, plus sightseeing dinner & dance cruise on Gateway Clipper river boat. Ticket prices include rail fare, buffet lunch, boat cruise, bus transfers and hotel accomodations. Coach fare $239, first class $295, single room supplement $45. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

CONWAY SCENIC RAILROAD (P.O. Box 1947, North Conway, NH 03860; 800/232-5251; www.conwayscenic.com) will hold the following special events. Contact the railroad for details.
August 6, 27th Birthday Celebration of Conway Scenic.
October 13-14, Railfan Days (call for special reservation form).
October 20-21 and 27-28, Pumpkin Patch Run.
December 1-2, 8-9 and 15-16, Santa Claus Express.
November 29-30, December 1-2, 6-9, 13-16 and 20-21, Polar Express.

SCRANTON, PENNSYLVANIA, August 10-12. Alco/DL&W celebration on GVT's Delaware-Lackawanna Railroad commemorating the 150th Anniversary of the Delaware, Lackawanna & Western and the 100th Anniversary of the American Locomotive Company. Events include a Friday night slide show at the Electric City Trolley Museum adjacent to Steamtown. Saturday features a static display of seven different Alco models, followed by an excursion featuring two RS3s on a photo freight over the DL&W Pocono Main. Night photo spectacular features D&H Alcos posed under DL&W 426 at Bridge 60. Sunday morning trip features two RS3s on the Carbondale line. Tickets $130 covers all Saturday and Sunday activities (Friday show $15 extra), capacity limited to 125 people. For more information get on the mailing list by sending an e-mail to *DL&W-ALCO-DAYS@gvtrail.com* or phone 716/343-5398.

BURNET, TEXAS, August 18-19. Texas Hill Country Railfair & Festival sponsored by the Austin Steam Train Association. Ride the *Hill Country Flyer* to the railroad memorabilia show in Burnet. Local rail travel from Burnet to 1912 depot in Bertram with *Flyer* meets and photo opportunities available. For more information contact the Austin Steam Train Association, P.O. Box 1632, Austin, TX 78767; 512/477-8468; *www.atcrr.com.*

ELY, NEVADA, August 24-27. Photo workshop at the Nevada Northern's facilities with complete access and photographic freedom from dawn to dusk each day. Optional steam and diesel trips available. Photographer Stanley W. Trzoniec will host the workshop. For more information contact Classic PhotoWorkshops, 58 West Main Street, Northboro, MA 01532; 508/393-3800; *fotoclass@aol.com.*

WEST CHESTER, PENNSYLVANIA, August 25. Night Photo Ride on the West Chester Railroad geaturing GP9 99 and RS18 1803. Photo stops along the WCRR, lighting provided by Kermit Geary, Jr. Train departs Market Street in West Chester at 9pm. Tickets $15 from Four States Railway Services, Inc., P.O. Box 385, Yorklyn, DE 19736. Information phone 610/430-2233 or visit *westchesterrr.net.*

NEW YORK, NEW YORK, August 26. Special excursion on the New York Subway using 1925 BMT Triplex articulated cars. Out of service and rare trackage will be covered. Train leaves Chambers Street Station of the J line at 10:30am. Fare $35, kids under 13 $20. Proceeds benefit the March of Dimes. Information from NYCT March of Dimes Trip, 1311 Waters Place, Room 221, Bronx, NY 10461.

FELTON, CALIFORNIA, September 1-3. Summer Sampler at the Roaring Camp Railroads with a sampling of the best historic reenactments including train robberies, trapper and trader encampment, operating steam saw mill, historic rail equipment, handcar rides and more. For more information phone 831/335-4484 or visit *www.roaringcamp.com.*

STEAMTOWN NATIONAL HISTORIC SITE in Scranton, PA, will hold the following special events. For more details call the park at 888/693-9391.
September 1-3, Rail Expo 2001 with visiting rail equipment, excursions, tours and exhibits.
November 23-24, Toys for Tots Santa Train, kids bringing a new unwrapped toy ride free with Santa.

GREEN BAY, WISCONSIN, September 1-7. Amtrak group tour aboard the Empire Builder to the Izaak Walton Inn at Essex, Mont., hosted by the National Railroad Museum. Trip includes two nights sleeping accomodations on Amtrak and four nights at Essex. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54303-4832; 920/437-7623; *tstennant@nationalrrmuseum.org.*

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*) will sponsor the following events. Call or write for complete details.
September 7-19, Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage *(see separate listing).*
September 10-18, Fall Northern Wilderness RDC trip over BC Rail from Vancouver *(see separate listing).*
September 15-18, White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists *(see separate listing).*
September 22-29, New England Fall Colors Rail Adventure in Massachusetts and New Hampshire *(see separate listing).*
September 27-28, Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
October 6-8, Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern *(see separate listing).*

ALASKA/BRITISH COLUMBIA TOUR will run September 7-19. Combines an Inside Passage cruise with six rail trips including the White Pass & Yukon Route and BC Rail. Prices start at $1945. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NASHVILLE, TENNESSEE, September 8. Country Hoedown Excursion Train to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. 90-mile round-trip to street and craft festival. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

NORTH VANCOUVER, BRITISH COLUMBIA, September 10-18. RDC trip over entire BC Rail system to Fort Nelson. Plenty of photo stops each day in spectacular fall colors. Prices start at $1945. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NORTH VANCOUVER, BRITISH COLUMBIA, September 10-18. Combination of the BC Rail RDC trip (see listing above) and the White Pass Steam Spectacular (see listing below). Ride the northbound BC Rail trip, then connect via motorcoach to Skagway. Prices start at $2345. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

SKAGWAY, ALASKA, September 15-18. White Pas Steam Spectacular with two steam locomotives on the White Pass & Yukon Route. Double-headed steam to Fraser, five chartered trains total with passenger, freight and mixed consists. Prices start at $1300. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NEW TITLES FOR SUMMER!

NEW! World's Greatest Steam Locomotives A Comparison of C&O 2-6-6-6, N&W 2-6-6-4 and UP 4-8-8-4

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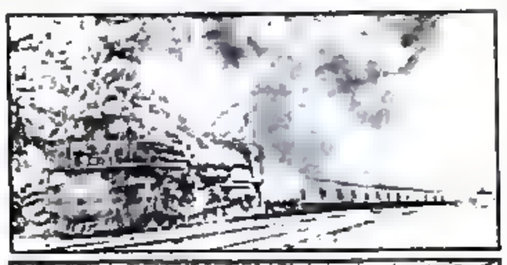

A detailed but very readable comparison and operational history of the three greatest simple articulated steam locomotives of all time complete with statistics and background. Also puts these superpower locomotives in context with Steam-Turbines and contemporary European designs. An added bonus is a special tribute to the N&W Y6 Mallet. A big steam fan's delight! Wonderful action photos, many previously unpublished. A must for steam fans, N&W, C&O and UP buffs as well as anyone interested in the last and greatest of the giant locomotives. *Due June.*

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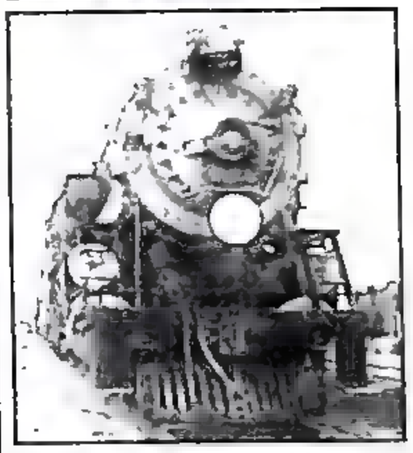

Another great history of a Southeastern road from the pen of William E. Griffin, Jr. Atlantic Coast Line - Standard Railroad of the South treats the history of this important carrier in general terms, with concentration on the steam and diesel locomotives, freight and passenger cars, depots and terminals along with operations of this key railroad in the North-South trade. The ACL was justly famous for its great New York-Florida streamliners, but was also an important freight hauler serving a large area. This book gives a general history of the line and then concentrates on equipment, facilities and operations from the late steam era through the merger with SAL in 1967. This book is ideal for passenger buffs, ACL fans, and people interested in Southeastern US railroading. Modelers will like the many photos and diagrams of equipment. *Due July, 2001.*

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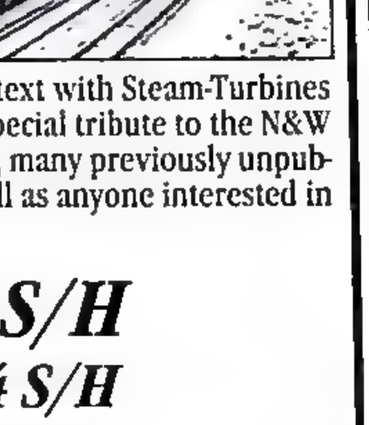
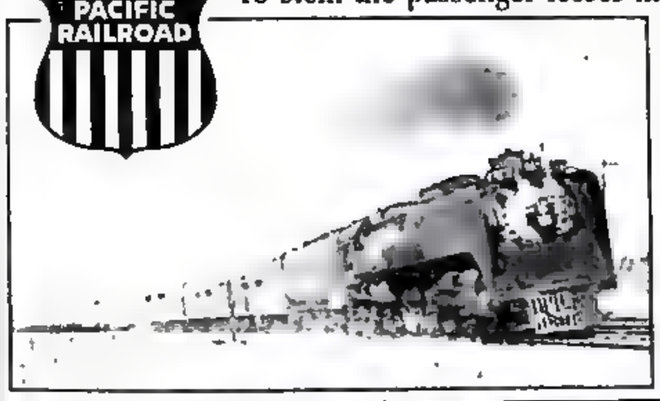
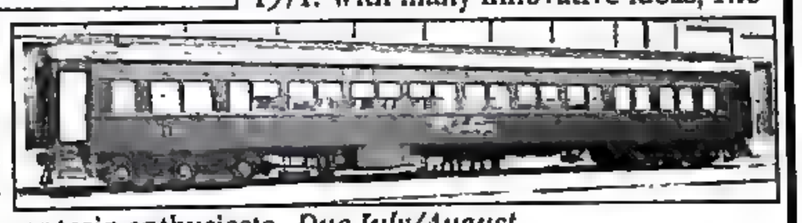




To stem the passenger losses in 1934, the UP established a coach/tourist sleeper train that eventually became a "fleet" of trains and sections of trains. The name lasted through May 1, 1971. With many innovative ideas, *The Challenger* was a test bed for modern passenger operations. Illustrations of cars inside and out, motive power, operations, timetables, rosters. Perfect for UP and passenger train enthusiasts. *Due July/August.*



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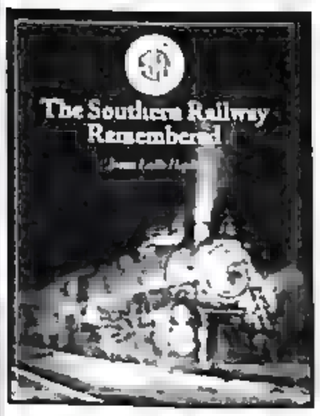

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NEW ENGLAND FALL COLORS RAIL ADVENTURE will operate September 22-29, covering the Mount Washington Cog Railway, Hobo Railroad, Conway Scenic and more. Prices start at $1795. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870, *info@trainsunltdtours.com.*

CHAMA, NEW MEXICO, September 27-28. Rio Grande Spectacular on the Cumbres & Toltec Scenic Railroad using K-36 and K-37 2-8-2s, freight train with all equipment lettered Rio Grande. Plenty of photo runbys. Prices start at $308 and include two box lunches and overnight lodging in Antonito. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

TENNESSEE VALLEY RAILROAD at Chattanooga will sponsor the following excursions into northwest Georgia via ex-Central of Georgia trackage. Many trips include a dining car meal. Ticket prices range from $41 to $84. Call the museum at 423/894-8028 for complete details.

September 29, LaFayette Fly-In.

October 6, 13, 20, 21, 27, 28 and November 3, Autumn Leaf Specials to Summerville.

December 15, Christmas Special to Chickamauga.

TAMPA, FLORIDA, October 4-7. Atlantic Coast Line and Seaboard Air Line Railroads Historical Society Annual Meeting at the Best Western Hotel & Conference Center. Events include bus tours to the "Bone Valley" phosphate operations and the Ringling Brothers Circus Train maintenance facility, plus a ride on the Florida Gulf Coast Railway Museum's train. For complete information and registration forms contact the ACL&SALHS, P.O. Box 325, Valrico, FL 33595-0325; 813/684-7034; *jlosal@mindspring.com; www.aclsal.org.*

NASHVILLE, TENNESSEE, October 6 and 13. Excursions to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. October 6th trip features train robbery and a visit to Watertown Railway Days events. October 13 features live music in Watertown, plus fall foliage. Fare $28, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

SOUTH CAROLINA RAILROAD MUSEUM (P.O. Box 643, Winnsboro, SC 29180; 803/635-9893; www.scrm.org) will hold the following special events in 2001.

October 6, Caboose Day, ride in one of the museum's cabeese.

October 20, Fall Harvest Specials.

October 27, Member's Day, members ride free (new memberships accepted on day of event).

November 24-25 and December 1-2, Santa Claus trains.

WAUKESHA, WISCONSIN, October 6-8. Wisconsin Fall Colors Rail Cruise over Wisconsin & Southern using E-units and the streamlined VIP train to Prairie du Chien. Three-day trip includes a full day in Prairie du Chien, with options including the Mid-Continent Railway Museum, main line railfanning or family-oriented activities. Prices start at $174 for adults, $74 for children (does not include lodging). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

WHIPPANY, NEW JERSEY, October 7. Pumpkin Festival at the Whippany Railway Museum, featuring frequent departures of the "Pumpkinliner" caboose train starting at 12:30pm. Other attractions include crafts merchants and railroadiana dealers. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

ORRVILLE, OHIO, October 13. Medina Loop Express fall foliage circle trip sponsored by the Orrville Railroad Heritage Society. Outbound trip operates via Brewster, Canton, Hartville, Mogadore and Akron. Layover in Medina for sightseeing, lunch and shopping. Return trip via Spencer. Fare $55 adults, $45 kids under 12, first class $110. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

FORT BRAGG, CALIFORNIA, October 14. Steam in the Redwoods sponsored by the Central Coast Chapter NRHS on the California Western with 2-8-2 No.45 leading an 80-mile round trip on three percent grades in through remote parts of California's Redwoods. Fare $99 (includes box lunch); three photo stops planned. Optional charter bus/hotel package available from San Jose, Emeryville and San Francisco. Train leaves Fort Bragg at 8am. Tickets/information from Central Coast Chapter NRHS, P.O. Box 8167, San Jose, CA 95155; 408/278-5051; *www.goldenstaterails.com.*

NASHVILLE, TENNESSEE, October 27. Fall Foliage Excursion Train to Cookeville, Tenn., sponsored by the Tennessee Central Railway Museum. Train will travel through the Caney Fork River Valley, past the bluffs at Sebowisha and ascend Silver Point Hill. Fare $48, kids under 12 $24, first class $65, dome seating sold out. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

WHIPPANY, NEW JERSEY, October 27-28. Halloween Express at the Whippany Railway Museum, with departures of the spooky train hourly from 1pm-4pm. Fare $8, kids under 12 $5, babes-in-arms free. Mail order reservations strongly recommended (indicate first and second choices for date and preferred departure time). For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

CHICAGO, ILLINOIS, November 4-13. Special ARM/TRAIN Convention private car roundtrip to Salisbury, N.C. behind the *Capitol Limited* and *Carolinian* with private cars *Lac Vieux Desert, Palm Beach* and *Cimarron River.* Sleeping accomodations, meals, beverages and transfers in Salisbury included. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54304-4832; 920/437-7623; *tstennant@nationalrailroadmuseum.org.*

DILLSBORO, NORTH CAROLINA, November 11. Photo special and steam excursion behind 2-8-0 No.1702 on the Great Smoky Mountains Railroad sponsored by the Yadkin Valley Chapter NRHS. Trip will cover the entire 53-mile length of the GMSR with photo runbys. Fare $85 adults, $45 children. Extra fare options available. For more information phone the GMSR at 800/872-4681.

NASHVILLE, TENNESSEE, December 1. Victorian Christmas Santa Excursion Train to Lebanon, Tenn., sponsored by the Tennessee Central Railway Museum. Christmas celebration in the square, antique shopping, seasonal foods plus a 60-mile rail round trip. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

INTERNATIONAL TOURS

ASCUTNEY TRAVEL (46 Tremont Square, Claremont, NH 03743; 800-TRAINS-4) will be sponsoring overseas rail tours to Spain, Sardinia, Siberia, Switzerland, Slovenia, South Africa, Cambodia, Myanmar, Peru, Australia, Hungary, Turkey, Jordan and more with an emphasis on steam. Call or write ofr details.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Russia, several different departures through September 16.

Peru, August 5-18, with 12 charter trains on 7 lines powered by steam, diesel and electric.

Mexico, December 3-9, chartered diesel train to the Copper Canyon.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following foreign trips. Call or write for full details.

England, June 7-21, Great Little Trains of Wales.

Eastern Europe, June 22-July 6, with Harz Mountain and Dresden narrow gauge, German ICE, private main line steam charter to the Danube Bend, more.

Austria, July 4-16, with narrow gauge, steam and cog railways.

Switzerland, August 28-September 11, with steam cog railways, narrow gauge "Golden Pass" railway, Swiss main lines, miniature steam, more.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

June 30-July 1, Columbia, S.C., State Fair.

July 7-8, Nashville, Tenn., Municipal Auditorium.

July 21-22, Grand Rapids, Mich., Grand Center.

CHARLOTTE, NORTH CAROLINA, July 7. Sixth Annual Railroad Collectibles & Model Train Show at the Charlotte Merchandise Mart, 2500 East Independence Boulevard, 9am-4pm. Admission $5, kids under 13 free. Information: Bob Buckner, 10217 Woodview Circle, Charlotte, NV 28277; 704/846-1847.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $6 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410/795-7447; *www.greenburgshows.com.*

July 14-15, Timonium, Md., State Fairgrounds.

July 21-22, Monroeville, Pa., Pittsburgh ExpoMart.

July 28-29, Pennsauken, N.J., South Jersey Expo Center.

CHARLOTTE, NORTH CAROLINA, July 7. Sixth Annual Railroad Collectibles & Model Train Show at the Charlotte Merchandise Mart, 2500 East Independence Boulevard, 9am-4pm. Admission $5, kids under 13 free. Information: Bob Buckner, 10217 Woodview Circle, Charlotte, NV 28277; 704/846-1847.

REDFORD, MICHIGAN, July 15. Trains "N" the Park sponsored by the St. Robert Bellarmine Mens Club & TCA at the St. Robert Bellarmine School Gym, Inkster Road at West Chicago, 12:30pm-4pm. Admission $3, family $6. Information: Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

LaCROSSE, WISCONSIN, July 21. Rail Fair, Railroad Show, Exhibition & Swap Meet sponsored by the 4000 Foundation, Limited, at Copeland Park, 10am-5pm. Admission $3, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602-3411; 608/582-4761.

GOLDEN (DENVER), COLORADO, July 22. 24th Annual Mile High Railfair sponsored by the Intermountain Chapter NRHS at the Jefferson County Fairgrounds, 9am-5pm. Admission $4, kids under 12 $1. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

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DOROTHEA LANGE from *AN AMERICAN JOURNEY*

DOROTHEA LANGE put railroading and hard times together in one photo that didn't even include a piece of rail in her "Toward Los Angeles, California" of March 1937. Vandercook's An American Journey *shows how non-railfans view the rail scene.*

I'M SITTING HERE looking at a 168-page book of fascinating train pictures that doesn't contain one single tele-mashed S-curve or over-lit staged night shot. It doesn't even have a solitary image rendered on the hallowed Kodachrome 25. But it's one of the most impressive railroad books I've ever seen, and should be required reading for anyone who considers himself a "railfan photographer."

The book is *An American Journey* by Mark S. Vandercook and is published by Hot Box Press, P.O. Box 161078, Mobile, AL 36616 (*www.HotBoxPress.com*). It's a 168-page horizontal format 11×8½ hardcover priced at $35.95. Subtitled *Images of Railroading During the Depression*, it presents a selection of photos from the body of work commissioned by the Farm Security Administration during the 1930s and prewar 1940s. These are all beautifully reproduced black & whites, one to a page, generally from large format 4×5 cameras with normal lenses. While some of the pictures wouldn't pass railfan muster, a significant number are stunning in their content and quality. The photos were taken by such notable pioneer "documentary" photographers as Dorothea Lange, Russell Lee, Arthur Rothstein, John Vachon and Marion Post Wolcott, whose

Railfanning is

Runaway trains.

work was weekly published in *Life* and *Look* magazines of that era.

At a time today when the railfan photo community has pretty well defined itself in both style and content, the images in this book will put into perspective what was being done before Beebe and Steinheimer and Benson defined the "rules" for our craft. We no longer work in black & white, and the railroad world generally doesn't look like dust bowl Oklahoma, but we're on the verge of a Great Depression in rail imagery as mergers and technology take much of the photogenic "texture" out of the scene.

This book can give a perceptive photographer a fresh look at the potential of the rail scene without resorting to the gimmicks of teles and glints and tobacco filtered skies. Trains are still run by people, and the railroads still interface with the community and landscape, and there are a lot of aspects of railroading that are seldom explored by railfans who are usually frantically out to "get that shot" of Tehachapi Loop or Stevens Pass or the latest Acela. There are still rows of hoppers in the West Virginia hollows and trackside general stores — or 7-Elevens or McDonalds — next to the tracks in the Carolinas and Dakotas. The face of the modern world is not the Depression of the 1930s, but it can be as worthy of documentation and an even greater challenge to the photographer's skill in both technique and perception.

I recently completed a book project for Andover Junction Publications and Motor Books International called *The American Freight Train*, which really opened my eyes to things that I had never really "needed" before, like a hopper being loaded or a boxcar on a team track or a container being loaded. Needing those images of the "traffic" rather than the train gave me a whole new look at photography. I was pleasantly surprised at some of the stuff I found in my own slide collection that I'd often shot as a convenient after-thought while seeking out something else. This project only enhanced the feeling that my "railfan mentality" had gotten caught unnecessarily in a rut of "pictorial action." Suddenly stuff by young photographers like Brad McClelland took on new respect, as he could supply the loading and unloading of the Tropicana Orange Juice reefers, while everybody else just had runby images of the train. Add a few "people" shots into that approach, and you could start a whole new style. Even if you have to do it without FDR and a New Deal bureaucracy to underwrite the effort.

Vandercook's book really got my creative juices flowing again, and I'm looking at the scene in a new light. There is still a lot more to railroading than the trains, and I think therein lies the future for railfans.

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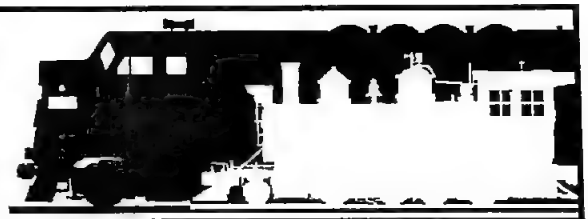

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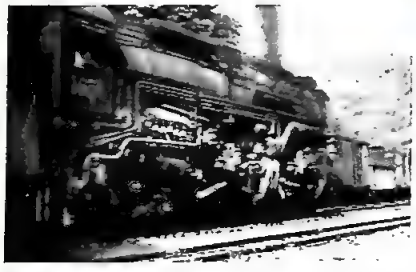
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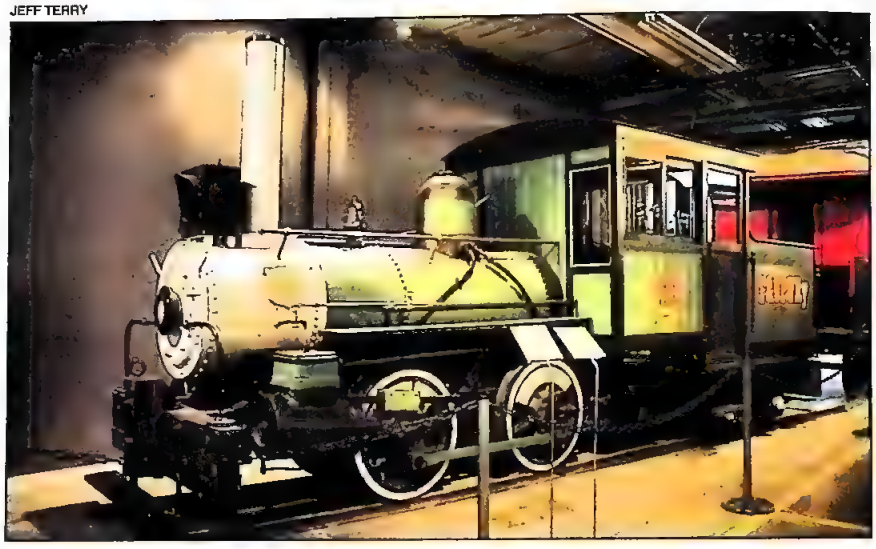

***The Forney Museum of Transportation** in Denver, Colorado, was established by J.D. Forney, whose ancestor Matthais Nace Forney designed and patented the Forney locomotive. Porter-built 0-4-4 No.108 is therefore a fitting centerpiece for the museum's railroad collection.*

THE FORNEY MUSEUM of Transportation has opened its doors at 4303 Brighton Boulevard in Denver, Colorado, after what a staff member called a "very long and difficult move" from the former Denver Tramway power house on Speer Boulevard. Union Pacific Big Boy No.4005, Chicago & North Western 4-6-0 No.444 and the rest of the museum's equipment began the long journey across town to the new location back in February 1999 (April 1999 LINESIDE LEGACY), which ended in January 2001 when No.4005 completed the move across downtown Denver and was shoved into its new home by a Union Pacific diesel.

Forney's new building is a dramatic improvement over the old one. Although the Tramway building was an appropriately historic location for a transportation museum, it was never well-suited for displaying the railroad equipment and automobiles in the Forney collection. More often than not, money that should have gone to restoring artifacts went to building repairs, and as a result, the displays (especially the railroad equipment) suffered. Forney's new home is a former food distribution warehouse, which is perfect for displaying the museum's vast collection of railroadiana, horse-drawn vehicles and automobiles. Two covered indoor tracks formerly used for loading and unloading boxcars are now occupied by Forney's two standard gauge steam locomotives, a former UP rotary snow plow, a UP steam crane and an assortment of passenger cars, including D&RGW dining car *Pikes Peak* and CB&Q business car No.900. Visitors may now wander among the railroad displays any time of year; at the old location, the equipment was kept outdoors and was often inaccessible in the winter.

Entering the museum, the first thing a visitor encounters is an actual Forney locomotive, 0-4-4 No.108 lettered for the fictional Forney & Central Platte Valley Railroad. Porter C/N 1783, it was built in September 1897 and ran for many years at the Cora-Texas sugar plantation of White Castle, Louisiana, before passing into private hands in 1953. The Forney Museum acquired the little engine several years ago from the Illinois Railway Museum. Today, nicely restored, it holds a place of prominence in the main exhibit hall as does Big Boy No.4005, the largest single piece of equipment in the collection and the only one of the surviving Big Boys exhibited indoors.

Forney has tried to get every piece of railroad equipment it owns under cover, so the locomotives, especially, are difficult to photograph. There is no doubt that they will be better off than they were at the old location, where they were constantly exposed to the elements. Some minor vandalism occurred when the equipment was moved across town (broken cab glass, graffiti), most of which has been repaired. Future projects include painting and refurbishing many of the passenger cars, and the museum also hopes to replace valves and gauges which have been pilfered from the cab of No.4005 over the years. Eventually the Big Boy's cab will be open to visitors. Other railroad exhibits include a Henschel-built two-foot gauge 0-4-0T, a 15-inch gauge Cagney 4-4-0 (reportedly once used at Denver's famous Lakeside Amusement Park), and Denver Tramway streetcar No. 40, which was recently restored after sitting derelict for many years.

The Forney Museum of Transportation is open year 'round from 9 a.m. to 5 p.m. Monday through Saturday at 4304 Brighton Boulevard, Denver, Colorado, 80216. The web page is at *www.forney museum.com*.

Steam to the Kokosing Gap Trail

Former Alabama State Docks 0-6-0 No.63 was moved during March to the Kokosing Gap Trail (a rails-to-trails segment of the former Pennsylvania Railroad running from Mount Vernon to Danville, Ohio) from the Bluegrass Railroad Museum of Versailles, Kentucky, where it had long been stored. The locomotive is now receiving extensive cosmetic repairs for exhibit along the trail at Gambier, Ohio.

No.63 was built at Alco's Schenectady plant in November 1940 for the Terminal Railway Alabama State Docks, and originally worked in and around the port of Mobile, Alabama. Seventeen years later it was sold to the Gulf States Power Corporation and operated at their Holt, Alabama, facility for two years, during which time it was known as "The Warrior." The 0-6-0 was initially preserved in 1959 by the Tuscaloosa Junior Chamber of Commerce. The Chamber donated the engine to the Bluegrass Railroad Museum in 1980 and it was moved to Versailles, where it was refurbished for static display. Recently, the Bluegrass group has been divesting itself of surplus locomotives, which included the TASD 0-6-0 as well as an operable Porter 0-6-0T.

The 0-6-0 has been stripped for cosmetic restoration alongside the trail at Gambier. Keeping it company is 1924 C&O caboose 90776, which was restored and placed on exhibit a few years ago. The 0-6-0 should make a very interesting exhibit. Plans call for it to be equipped with an air compressor and smoke generator so visitors will be able to visit the cab and blow the whistle. The Kokosing Gap Trail is the largest volunteer-maintained rail trail in Ohio, and is open seven days a week, 365 days a year. (*www.steamcentral.com*)

Fremont & Elkhorn Valley

Fremont, Nebraska's, tourist-hauling FEVR has acquired a rare 50-ton Whitcomb S3 diesel switcher from a Cargill grain elevator near Lincoln, Nebraska. The unit, known as *Dorothy*, was one of the last five Whitcombs produced, built at the Baldwin Locomotive Works plant at Eddystone, Pennsylvania, in April 1955 for Standard Slag as their No.45. The unit was outshopped shortly after Baldwin-Lima-Hamilton merged the Whitcomb line into their own as the "Baldwin Industrial Line," so it carries Baldwin-Lima-Hamilton builder's plates in stead of Whitcomb plates. The S3 was later catalogued as B-L-H's S4300, but no more were ever built. The Whitcomb will eventually join FEVR's operating fleet, as it is in good running condition. The original engine was replaced with a 390 h.p. Cummins diesel in 1989.

Another new locomotive at the Fremont

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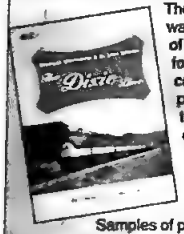
The Dixie Line
NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY by Charles B. Castner, Jr.

The Dixie Line was Grandpa's Road. The snappy 1100 mile Nashville, Chattanooga & St. Louis Railway was a class act with over 200 locomotives, 4000 employees, 7000 freight cars and its own marine fleet of barges and steam boats. Today it's a vital part of the giant CSX System. With roots dating back before the Civil War, the NC&StL covered an area from the Mississippi river through to Atlanta. The road's crack Dixie Flyer, Dixie Limited and Dixie Flagler were followed by the new Georgian and City of Memphis. This exciting new book covers the early history and the herculean efforts needed during wartime to move traffic using any available equipment. The road beat out competitive roads by upgrading equipment in its own shops and streamstyling several 1913 vintage Pacifics. The first road diesels arrived in 1948 with complete dieselization occurring in 1953. The NC&StL merged into the SCL System and CSX. Author Charles B. Castner was formerly with the Louisville & Nashville Public Relations Dept. The new book is packed with photos of the NC&StL both before and after the merger with the L&N. Streamlined steam power and a variety of diesels are included in the many photos. Samples of passenger rolling stock provide a clue to the services once offered. Hardcover, C00087 $26.95 + s&h
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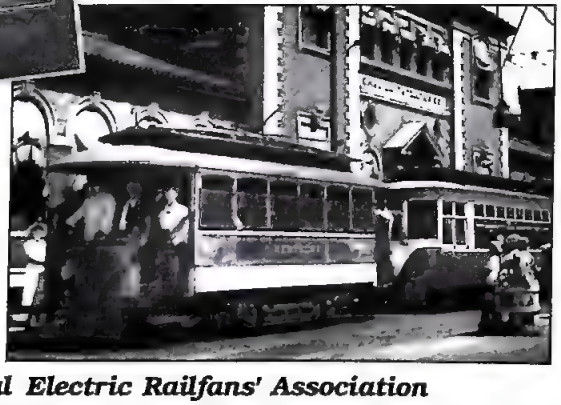
The Green Line
By Terry W. Lehmann and Earl W. Clark, Jr.

Locally referred to as the Green Line, the Cincinnati, Newport & Covington Railway's fleet of single and double truck cars provided fast and convenient transportation between Cincinnati and the smaller communities located across the Ohio River in northern Kentucky. The transition to all rubber-tired service and the change to public ownership are also examined.

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& Elkhorn Valley currently under restoration is former Cargill Grain Davenport 44-Tonner No.481, purchased by two FEVR members in 1999. The unit is former U. S. Army No.1219, one of 20 44-tonners built by Davenport in 1953 for military duty. Records indicate that No.1219 last served at the Iowa Army Ammunition Plant before it was sold to Cargill in 1974 for use at their Algona, Iowa, facility. Now on FEVR property at Fremont, plans call for No.481 to be restored to its as-delivered Army livery for use on summer excursion trains and the Fremont dinner train. Several ex-Army Davenports have survived, including No.1218, operating on the Heber Valley Railroad at Heber City, Utah, and No.1216 displayed at the Utah State Railroad Museum in Ogden. (The FEVR *Flimsy*)

D&RGW 346

The Colorado Railroad Museum announced in May that 2-8-0 No.346 will not operate in 2001. A thorough boiler inspection is needed, which requires stripping the boiler and removing all flues and lagging before performing ultrasonic tests on the boiler shell, which could take many months. The 120-year-old locomotive has been a regular performer on the museum's Golden City & San Juan since the late 1950s. Visitors to CRM during 2001 "steam up" days will not be disappointed, however, as restored Rio Grande Southern Galloping Goose No.2 is in service, and a narrow gauge diesel will be borrowed to pull the annual Santa Claus trains in December. (*www.crrm.org*)

Niles Canyon Railway NW2

Former Southern Pacific NW2 No.1402 has been donated to the Pacific Locomotive Association by the Parr Terminal Railway of Richmond, California. The unit, built by EMD in 1949, arrived at PLA's Niles Canyon Railway at Sunol, California, just before Christmas 2000. Although received in semi-operable condition, a good deal of work was required (including rebuilding the Roots blower and repairs to the wiring and cooling systems) before it could be returned to service on April 4th at the NCR yard at Brightside. The NW2 will be used on weekend Niles Canyon excursion trains, which until now have been pulled mainly by GE center cab diesels or ex-Quincy Railroad 2-6-2T No.2. Eventually, the group hopes to paint No.1402 into Southern Pacific's black-and-orange tiger stripe switcher paint scheme. (The *Club Car*)

Chehalis-Centralia Railroad

A new three-track storage facility is under construction at the Chehalis-Centralia Railroad in Chehalis, Washington, operators of former Cowlitz, Chehalis & Cascade Railway 2-8-2 No.15. The Mikado was restored twelve years ago by the Mount Rainier Scenic Railway after spending 30 years on display in a local park, and has operated every summer since over former Milwaukee Road/Weyerhaeuser Lumber Company trackage out of Chehalis. For the past decade, the Chehalis-Centralia Railroad Association has stored the steam locomotive, coaches and its backup diesel (former Puget Sound Naval Shipyard 45-ton Vulcan No.9) outdoors during the off season; the new facility will allow all the equipment to be kept out of the weather when it is not in use. (*Makin' Tracks*)

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New product news and reviews

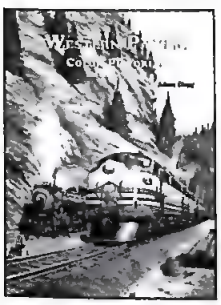
BRIEFS

Two recently revised regional timetables are available. The 80-page ***Mountain Plains Region Timetable No.4*** covers Nebraska, Wyoming and Montana, and features eight maps including Marias Pass, Sherman Hill, North Platte and the Powder River Basin. The 104-page ***California Region Timetable No.12*** covers all of California and covers BNSF's recent CTC changes including new stations and detector locations. Other updated information includes Union Pacific's new northern California control points and UP's changeover from Direct Traffic Control to Track Warrant Control in the Roseville area. Each timetable costs $18.00 plus postage and sales tax. Order from Altamont Press, P.O. Box 754, Modesto, CA 95353-0754; 209/577-1307, fax 209/524-6408 or *www.altamontpress.com*.

The ***Minnesota Railroad Guide,*** compiled by Steve Glischinski, is a 165-page spiral bound volume organized around Class One, Regional, Short Line and Industrial railroads. It includes maps, station and mileage tables on each railroad, radio frequencies and equipment rosters. First-time visitors to Minnesota will want a copy, and veteran fans will, too. Order from ***Minnesota Railroad Guide,*** 180 Dennison Avenue, Shoreview, MN 55126. Each guide costs $24.95 plus $4.00 shipping; Minnesota residents add 6.5% sales tax. Place credit card orders with the Lake Superior Railroad Museum at 218/733-7590.

BOOK REVIEW

Western Pacific Color Pictorial, Volume One by Adam Clegg. Available from Four Ways West Publications, P.O. Box 1734, La Mirada, CA 90637; fax 714/521-5664; email *shine4449@aol.com*; 127 8½" × 11" full color pages, hardbound; $49.95 plus shipping.



In the history of Western railroading, a few railways transcend all the others for the mystique they hold in the imaginations of railfans. The Milwaukee Road, with 656 miles of electrification, was one. The Denver & Rio Grande Western, weaned on silver and coal bonanzas, was another. But in northern California, no line was more cherished and mourned than the "other transcontinental," the Western Pacific. Like the Milwaukee and Rio Grande, the WP was bigger in legend than the sparse ink on its ledgers would suggest.

The Western Pacific Railway was completed in 1910, running from Oakland, California (described by writer Gertrude Stein as "There's no there, there.") through awesome Feather River Canyon — named for the profusion of pigeon plumage on its waters — to the briny Mormon capital of Salt Lake City. The WP was the proverbal "also-ran," arriving too late or too far from most markets to carve out a significant piece of the pie. It's a wonder WP lasted until 1982.

Alas, WP may have survived so long because whatever it did, it did with class. Denied direct access to San Francisco, it launched the huge train ferry boat *Las Plumas*. For years, it put on the best passenger show in rival Southern Pacific's Oakland Mole, from the dome-studded *California Zephyr*, "America's Most Talked About Train," to the *Zephyrette* RDC's, at 928 miles the world's longest Budd car run. Steam power ranged from main line 4-6-0s to record-setting 2-8-2 Mikes and *Daylight* look-alike Northerns. But the WP's best-loved engines were its orange and silver diesels. It's the story of those diesels, that makes up the bulk of *Western Pacific Color Pictorial Volume One*.

The book opens with a brief historical sketch followed by chapters on late steam and the FT's, with rare color coverage of EMC's demos and WP's green, yellow and orange delivery scheme. They are followed by the switchers, freight and passenger F-units — and the *California Zephyr* — RDC's, Geeps, second generation EMD's and U-Boats that comprised WP's modest diesel fleet. Each chapter includes a detailed roster by model. Volume One covers the period from 1939 to the early 1970s and the start of the Perlman Green era.

"Bonus" chapters include WP subsidiaries Sacramento Northern (ex-NYO&W F3s, GE steeple cab electrics, 44- and 70-ton diesels), Tidewater Southern (ex-Spokane International RS1s), as well as Oro Dam Constructors (neat green and gold U25C's), Alameda Belt Line and the Central California Traction Company. Every significant WP paint scheme variation is covered except the experimental "economy" orange and black, and the orange and silver versions of the FT delivery livery. In their place is an even rarer artist's rendition of a proposed WP FT "grayback" scheme inspired by the Burlington Route.

My personal favorite among the 261 excellent, clear and bright color photos is one of WP 3003, the only GP35 painted solid orange, which always escaped my camera when I lived in northern California. Excellent photo quality has always been a feature of Four Ways West pictorials, and most of the pictures in this book appear to have been taken yesterday, under perfect conditions. Although the book is organized as a roster review, most images are crisp action shots. Alas, there are just a few miscaptioned photos.

If the nostalgic "Wobbly," with its chunky steam power, glinting orange and silver diesels and magnificent *California Zephyr* fascinates you, then *Western Pacific Color Pictorial Volume One* deserves a prominent place on your bookshelf right next to those treasured out-of-print classics, *Western Pacific Diesel Years* and *Western Pacific Pictorial*. — *TOM SAVIO*

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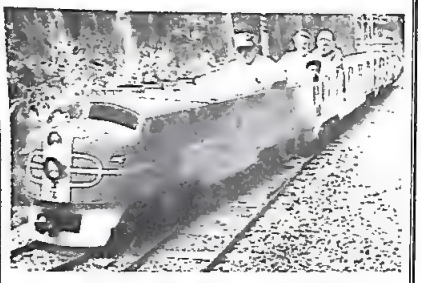

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Drury On Board

Commentary

by GEORGE H. DRURY

Crime Rides the Rails

A report in the Milwaukee Journal *referred to the suspect as a "career criminal." When Baltimore's light rail line was built, suburbanites worried that inner city residents would ride to the suburbs, burgle their homes, then ride back to the city. They probably were not alone in their fears.*

It was Career Counseling Day in the cafeteria at Inner City High. Makeshift booths carried paper banners advertising careers: Nursing, Insurance, Computers, Teaching. Ace Kallikak looked around. The computer booth attracted guys with plastic pocket protectors, and the engineering booth was hidden behind a herd of reindeer sweaters. Impress-the-teacher types surrounded the teaching booth. Nothing attracted Ace. He didn't see a sign for his chosen career: Hanging Around. Then he saw a booth labeled "Crime."

He didn't recognize the fellow sitting behind the table as a teacher; he knew them all, not so much from taking their courses as from encountering them while doing things they thought he should not be doing. The man was talking to a student about white collar crime."Lucrative, and not risky. How are your math grades?" Ace waited his turn, then asked what didn't require math skills. "Kidnapping, but it's dangerous. Ever read *Ransom of Red Chief?* Bank robbery, but it's likely to get you toaster ovens instead of cash. Burglary is good, if you choose the right neighborhood." A dim bulb turned on somewhere behind Ace's eyes. He stuck a brochure in his pocket to read during Detention (chewing gum, two counts, five hours each, to be served consecutively).

The clock on the Solari board read 2017. Ace's new Rolex agreed: VIII:17. One minute 'til train time. Ace tucked the newspaper under his left arm just as a pair of headlights appeared around the curve to the south. The two-car train glided to a stop, the center door of the second car right at his feet. He took his usual seat, third from the rear on the left. He looked around — the usual people. He opened his paper, carefully folded it to two-column width (one mistake and it became a Jacob's ladder or a palm tree) and began to read.

At Brook Forest, a uniformed employee boarded for a ticket check. Ace showed his weekly pass. The train stopped at Forest Grove, Meadow Glade, Grove Park, River Forest, Glade River and Park Meadow. Ace thought they had been named by putting the words in a basket and pulling them out two at a time. As the switches north of River Brook clicked under the wheels, Ace put the paper in his briefcase and walked to the nearest door. He stepped down, walked across the platform, slipped between two ornamental yew trees and headed to work.

It was the second Thursday of the month, the night he worked the Bird Knoll development. He slipped through the back yards of Whippoorwill Way, waited for a BMW to pass before crossing Cedar Waxwing Court and scouted out Rose-Breasted Grosbeak Road. Third house from the left — dark, with dark houses on either side. Not home yet? In bed early? Lamp timer on the fritz? The odds were in his favor.

Ace swept his flashlight around the kitchen and decided to go farther in, then return for the small appliances. Dining room: stainless in the sideboard. No silver? Living room: TV, too big. VCR. Coat tree with caps. 7⅜. Just right. Tweed, Clery's of Dublin. This guy gets around! Bedroom: couple of watches. In the closet, a soft-sided suitcase. Cameras. A Pentax H1a? That's been obsolete for 20 years. Maybe that's how he can afford to go to Dublin. That SP-500 isn't much newer. Leave 'em.

Ace unzipped the suitcase, dumped in the watches and two sweaters and closed it. Bathroom. Do I have time? No. Stop behind a tree on the way back and hope I don't get nabbed for Committing a Nuisance. Damn VCR power cord goes through the back of the bookcase! Kitchen again. Here's a cleaver. Chop! Brief flash and a clack from the breaker in the basement. VCR into suitcase. Caps. Coat, too. Oops, Saab in driveway, going back to garage. Guy trying to open garage manually. Guess I hit that circuit. Out the front door.

The Solari panel read 2348. Ace slipped between the yew trees and walked down the ramp and up to the soutbound platform just as the evening's last train arrived. It was one of the new cars for the airport extension, with luggage racks next to the center door. He put his new suitcase on the second shelf, admired his fellow commuters' luggage, took his seat and opened the paper to the crossword. As the doors closed, Ace saw the flashing blue lights of a Bird Knoll squad car tearing into the station driveway, as it did at 2349 the second Thursday of every month. He heard its siren — and the almost inaudible release of the brakes and the thristor hum as the trian accelerated toward the inner city.

Ace used to drive to work, but his car aroused suspicion where he worked. The city bus didn't come out to the suburbs — he had to transfer at the county line. Besides, they were always changing the schedules, and as he waited for an overdue bus he always had the feeling it had taken a shortcut down a side street and bypassed his stop. The light rail line was wonderful. He tried it the week after it opened, and hadn't driven to work since. It was dependable, comfortable, and fast; it wasn't affected by the weather; there was enough light to read a paper. There were stations throughout the suburbs where he worked, and there was a station only four blocks from his apartment. And the four-block walk was good for his waistline and his health. Best of all, the trains ran on time. Their motto was "We run for those who wait, but we don't wait for those who run."

Indeed, Ace was becoming fascinated with trains. Next time he was at the newsstand, he might pick up one of those railroad magazines he'd noticed.

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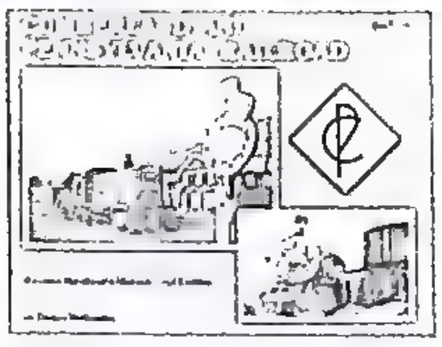

CUMBERLAND & PENNSYLVANIA
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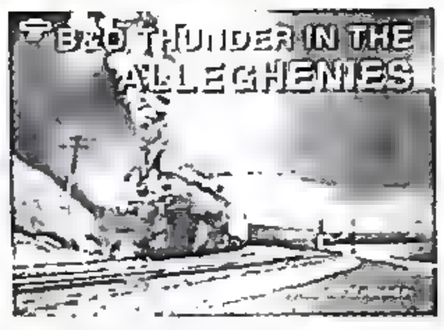

B&O THUNDER IN THE ALLEGHENIES - Deane Mellander covers the Cumberland and Pittsburgh divisions book of the B&O during the days of articulateds, streamlined steam and early diesels. 11x8, 97-6 (00097). **$14.95**

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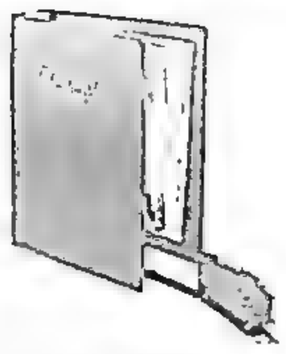

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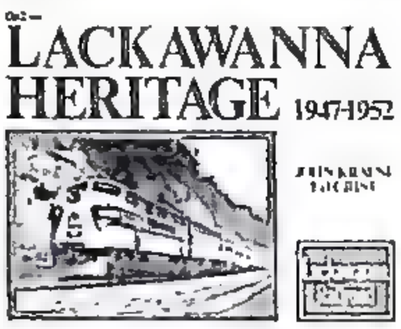

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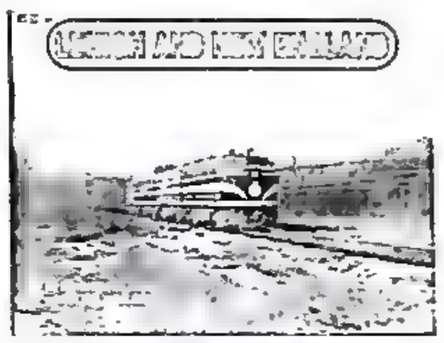
Krause & Crist on the DL&W before merger with the Erie. Great photos of steam, diesel and electric operations on the main line and various branches. Milk trains. 8x11. 51-7 (00069). **$8.95**



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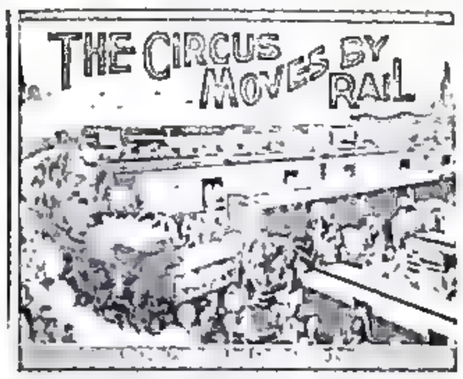

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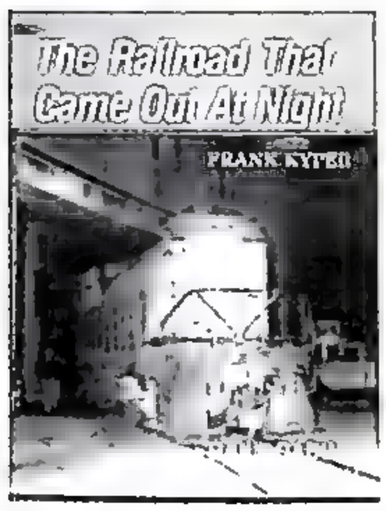
Krause & Crist. The B&O during the 1945-1955 steam to diesel transition. Pix of fabulous mallets, husky 2-10-0's, FT diesels. Lots of smoke. 11x8. 52-6.
(C00052). **$7.95**



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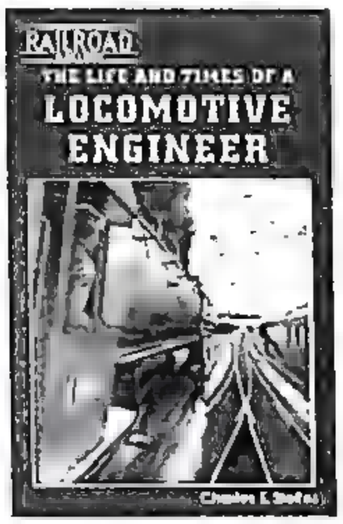

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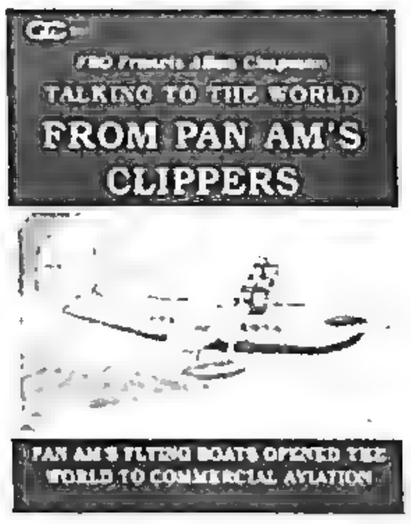

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Railnews

This month's top stories and photos

Amtrak

THOMPSON STEPS DOWN: Reportedly under pressure from the Bush administration, former Wisconsin governor Tommy Thompson resigned his post as chairman of Amtrak effective May 23, 2001. Thompson was replaced as chairman by Transportation Secretary Norman Y. Mineta.

FEC SERVICE ON TAP: Now it's official: Amtrak and Florida East Coast have agreed to implement passenger service over FEC between Jacksonville and West Palm Beach, possibly beginning as early as next summer, provided that funding is secured and work on the first phase of station construction and track and signal improvements can begin this summer. Ultimately, Amtrak will schedule two daily round trips over the FEC between Jacksonville and Miami. The FEC project is part of Amtrak's proposed Florida service restructuring which will double the number of daily trains running within Florida. In addition to the two trains between Miami and Jacksonville using the FEC, two are planned between Jacksonville and Tampa via Orlando, one Jacksonville-Tampa via Ocala, and one Jacksonville-Miami train on the current route through Orlando, Winter Haven and Sebring. The *Sunset Limited* will not be affected, but through service to New York and eventually Boston will be increased.

THE ELECTRIC WAY TO BOSTON: Now that all but three Northeast Corridor trains to Boston (Nos. 174, 66 and 67) are powered by electric motors, five of the F40PH diesels assigned to the Shore Line have been downgraded to standby status and are stored serviceable at Boston.

CSX

RUNAWAY! On May 16, 2001, a 47-car CSX transfer run being made up at Stanley Yard in Toledo, Ohio, ran away without its crew and traveled nearly 70 miles before it was finally stopped south of Kenton, Ohio. The crew of CSX Q636 chased the runaway from Dunkirk, Ohio, coupling onto the rear end and using their dynamic brakes to slow the train so a CSX trainmaster could board the runaway's locomotive at a grade crossing and bring the train to a stop. Ironically, that morning an Operation Lifesaver passenger extra was heading north from Columbus, Ohio, to Willard on the same line, so plenty of police were on hand to flag crossings. There were no injuries.

Canadian National

WC ACQUISITION GETS STB OK: The Surface Transportation Board has ruled that Canadian National's proposed takeover of Wisconsin Central does not constitute a "major transaction," all but guaranteeing that WC, one of the nation's most successful regional railroads, will be swallowed up by the Canadian giant. WC is a direct link between CN's lines in western Canada, Chicago and the former Illinois Central.

Canadian Pacific

BACK IN THE FOLD: On May 1, the CPR Eastern Network and former St. Lawrence & Hudson were fully integrated into the Canadian Pacific Railway System. Some administrative functions will be moved west to Calgary, Alberta.

NEW TRAIN SYMBOLS: Canadian Pacific has initiated a new numbering system intended to denote any train's priority level at a glance. The system runs as follows: 100 series, priority products; 200 series, time sensitive products; 300 series, grain; 400 and 500 series, manifest; 600 series, potash and sulphur; 700 series, other bulk products and 800 series, coal.

STILL MORE *EXPRESSWAY* BUSINESS: Damlier Chrysler plans to use Canadian Pacific *Expressway* trains to move up to 120 trucks a day to its Brampton, Ontario, assembly plant from Montreal, Quebec, and Detroit, Michigan, easing traffic on heavily traveled Ontario Route 401.

LTV Mining

F-UNITS GET SHORT REPRIEVE: Two of the General Electric road units leased by LTV Mining to move the remaining stockpiled taconite pellets from Hoyt Lakes, Minnesota, to the dock at Taconite Harbor were pulled from service with bad wheels in early May. Three LTV Mining F9s were temporarily reactivated to supplement the remaining leased units and another C30-7 was acquired from TLLX to keep the pellet trains moving until the sidelined units could be made serviceable. The F9s ran until the middle of May.

Montana Rail Link

POWER PROJECT OPPOSED: To help alleviate chronic shortages of electric power caused by deregulation in Montana, a subsidiary of Montana Rail Link plans to use up to two dozen diesel locomotives as stationary generators at several locations along MRL lines for up to one year. Several MRL customers have been forced to curtail production and lay off workers due to periodic power shortages over the last year, resulting in lost business for the railroad. Nearby residents are concerned with environmental issues related to noise, odors and smoke that would be created by groups of locomotives running at nearly full throttle 24 hours a day, seven days a week.

Norfolk Southern

FOR COOLER CREWS: To help improve crew comfort in hot weather, Norfolk Southern has begun painting the roofs and sunshades of its locomotives white. A white roof can keep the cab interior up to 15 degrees cooler by reflecting sunlight rather than absorbing it as black paint does. Florida East Coast pioneered the practice, and CSX has recently begun painting some cab roofs white.

New Orleans & Gulf Coast

EXCURSIONS FLOP: The *Big Easy Steam Train,* using New Orleans & Gulf Coast's ex-Southern Pacific 2-6-0 No.1744 (R&R January 2001, page 40) has been permanently suspended by owner Rio Grande Pacific due to low ridership and the resulting operating losses. The future of the steam locomotive and other passenger equipment has not been determined.

New York Cross Harbor

GREENVILLE INTERMODAL YARD: New York Cross Harbor's parent company, the New York Regional Rail Corporation (NYRR), has finished its new intermodal facility at Greenville Yard in Jersey City, New Jersey. The new container yard gives shippers and receivers another alternative to congested intermodal facilities in the New York Terminal.

BROOKLYN TRANSLOAD FACILITY: NYRR has also opened a new rail-to-truck transloading facility at its Bush Terminal Yard in Brooklyn, New York. Available to any rail carrier or trucking company in the region, the company expects the new facility to generate several thousand carloads of new business each year. NYRR can provide local pick up and delivery using its trucking company subsidiary.

Union Pacific

PHOENIX LINE TO BE ABANDONED: Union Pacific expects to abandon 76 miles of the former Southern Pacific main line between Palo Verde and Roll, Arizona, by the end of the year, permanently severing the most direct rail route from Phoenix to California. The line has seen little use since Amtrak's *Sunset Limited* was rerouted via Tucson in 1996. The Southwest Rail Corridor Coalition is lobbying to preserve the route, noting that the alternative adds 170 miles to the Phoenix-Los Angeles rail hauland that it would be impossible to extend Amtrak's proposed Los Angeles-Palm Springs, California, trains to Phoenix if the line is removed.

CENTENNIAL BACK IN ACTION: The last DDA40X Centennial diesel on Union Pacific's roster was returned to service on May 2 following repairs at Jenks Shop following a fatal November grade crossing accident in Louisiana. No.6936 now sports a cab air conditioner and small "Wings" logo.

Western New York & Pennsylvania

FIRST RUN TO CORRY: On May 25, LA&L C424m's 423 and 424 ran light over the WNY&P from Jamestown, New York, to Corry, Pennsylvania. At least one business in Corry is reportedly interested in receiving raw materials by rail. This was the first train over this segment of the former Erie line in over ten years, apparently pushing ahead the scheduled resumption of service to Corry by six months.

WILLIAM CRAWFORD

The Pacific Coast Chapter R&HLS Pacific Locomotive Association sponsored its third annual Remote Canadian Rail Adventure from April 15-23, 2001, on Canadian National and Hudson Bay Railway. The circle trip out of Winnepeg, Manitoba, is shown at Davidson, Saskatchewan, on April 22nd. Equipment included four sleepers, a diner and observation sleeper lounge *Tweedsmuir Park*.

Ohio Central Steam Returns

After a two-year hiatus, Ohio Central resumed its regular excursion schedule on May 5, 2001. Ex-Canadian National Ten-Wheeler No.1551 will be the regular power on the four daily Sugar Creek to Baltic, Ohio, round trips operating Tuesday through Saturday through October.

MARK PERRI

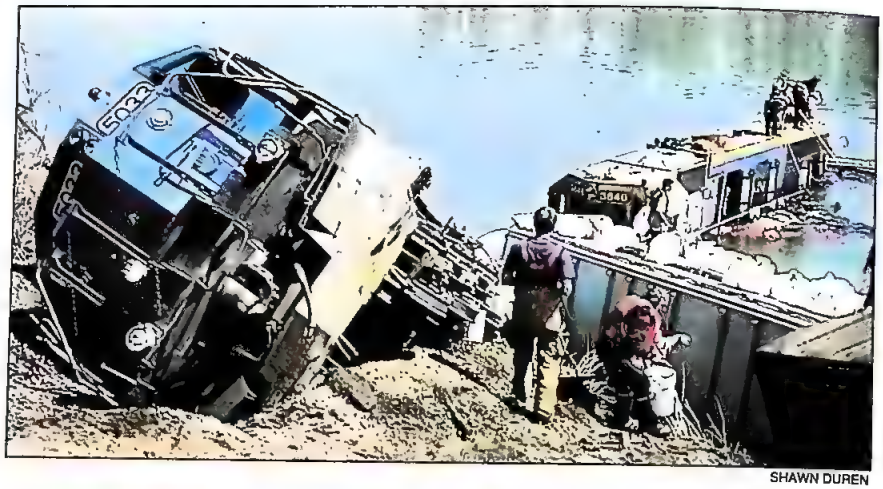
JIM OWENS

Uncommon Baby Boats

The Pickens Railroad of Anderson, South Carolina, has acquired five ex-CSX U18B's. The units wear a modified version of their CSX MofW paint scheme. At press time, at least three units were in service.

New England Central Wreck

Workers prepare to clean up the April 12 New England Central wreck at Westminster, Vermont (**right**). Southbound train 323 hit a mud slide and the second and third units, SD40 5033 and GP38AC 3846 slid down the river bank. Both will be scrapped.See July RAILNEWS for more details.



SHAWN DUREN

Steam Tripleheader

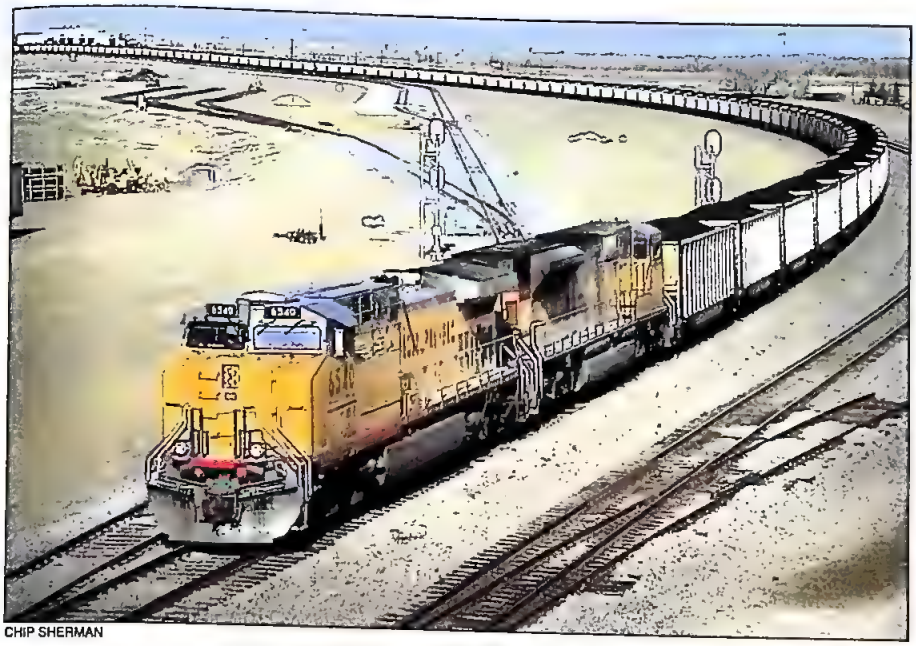
Porter 2-8-2 No.5 and Alco 2-8-2T No.17 from the Mount Rainier Scenic Railroad and Baldwin Mikado No.15 from the Chehalis-Centralia Railroad Association head home over the Tacoma Eastern at Brookdale, Washington on May 6 following Tacoma Railfan Days (**below**).

STEVEN J. BROWN

Flares Forever?

CEFX SD40M-2 No.3113 (ex-SP 7421) and CSX 616 lead train Q374 eastbound through New London, Ohio on March 14. No.3113 is one of over 50 units (3103-3152) rebuilt from former Southern Pacific and Rio Grande SD45s by Alstom for long-term lease to CSX.

FRANK S. NOVAK

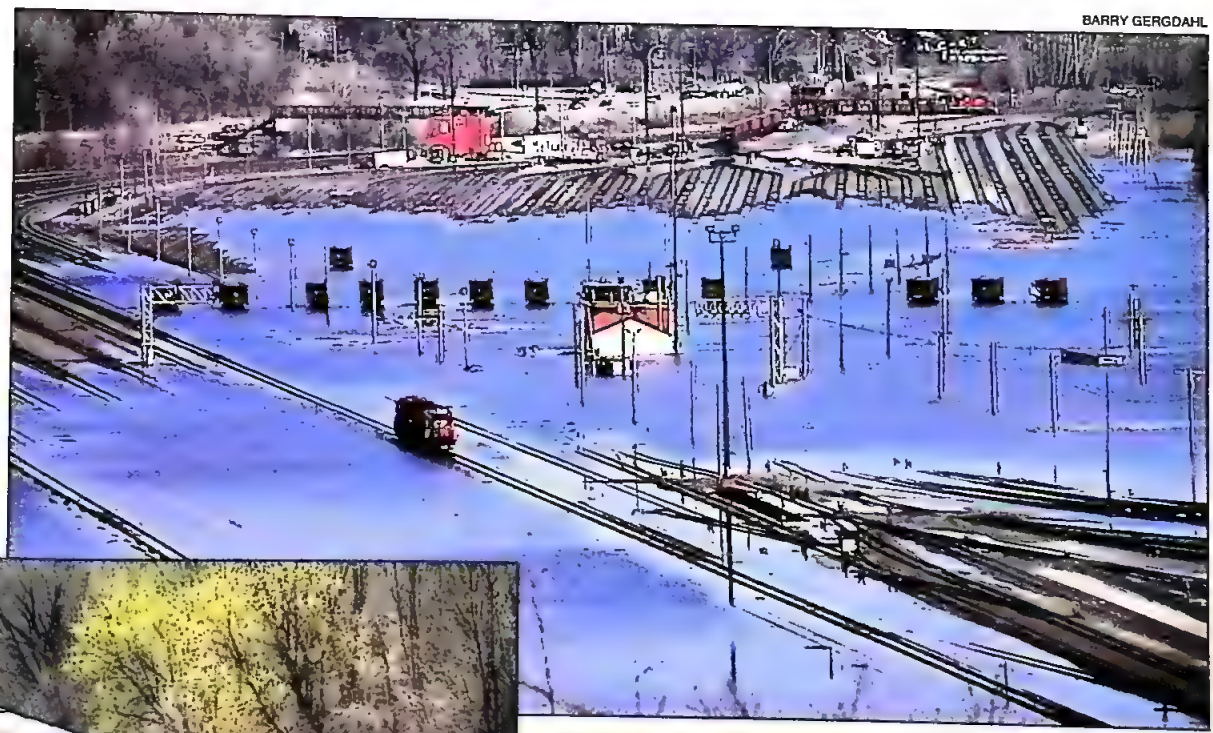


CHIP SHERMAN

South Morrill Yard Expansion

Union Pacific is busy increasing capacity at South Morrill, Nebraska, on the Powder River line. Here, eastbound C-NRBW-08 (New Rochelle Mine to Lenzburg, Illinois) passes the new CP158 at the east end of South Morrill yard. The railroad is lengthening yard tracks handle longer trains, along with a new six-track diesel shop which is visible at the upper left. The project includes double-tracking portions of the main line and is expected to be completed by December.

BARRY GERGDAHL



BOB SCHMITT

A Mess Along the Mississippi

Near-record Mississippi River floods in April and May disrupted rail operations from the Twin Cities to St. Louis for weeks. On April 18th, the river had submerged Canadian Pacific's St. Paul yard, where loaded ballast cars are spotted on the hump and over a culvert to stabilize them, while a set of light power cautiously treads the main. After temporarily moving operations to Humboldt Yard and the Ford plant yard in Minneapolis and the Minnesota Commercial, CPR resumed limited service out of St. Paul Yard on May 6th (**above**). BNSF Z-CHCSTP-20 eases through high water at M.P. 190, five miles south of East Dubuque, Iowa on April 21 (**left**). The railroad built a four-mile levee along the main line near Savanna, Illinois, and rerouted many trains over Wisconsin Central and CN/IC.

America the Beautiful . . . and Amtrak

Article and photography/James H. Boeger

AMTRAK! Most Americans know what it is, but the image that comes to mind when the name is uttered varies dramatically by individual. Some politicans see a money drain that they would rather use for (insert favorite pork barrel project here). The small boy (and the railfan) sees power and noise. The traveler arriving six hours late and missing his connection sees unprintable four letter words. The dispatcher sees an interruption to running his efficient freight railroad. The dreamer sees people being whisked away to distant friends, family and magic places.

Plenty has been written about the financial and political quicksand through which Amtrak has and must continue to navigate. There have also been plenty of stories written (which I have greatly enjoyed) about cross-country trips aboard Amtrak. This story is about photographing Amtrak with "America the Beautiful" as the backdrop.

When at trackside with "old time" rail photographers, a few, hearing the distinctive horn of an approaching Amtrak train, will grumble that "they all look the same." And then they'll take a trip down nostalgia lane recalling the days when each passenger train had its own distinctive color

The Portland section of the *Empire Builder* sprints along the Columbia River on the last leg of its journey from Chicago to the Pacific Northwest near Roosevelt, Washington on the old Spokane, Portland & Seattle on August 4, 1996 (TOP LEFT).

scheme. "Those were the days of real passenger trains," they'll say. At times, I believe their memories may be a little fuzzy. Today's ride, provided by the advanced suspension systems of Superliners rolling on smooth welded rail, is a lot smoother than the rides I remember on the flagship trains of 40 years ago.

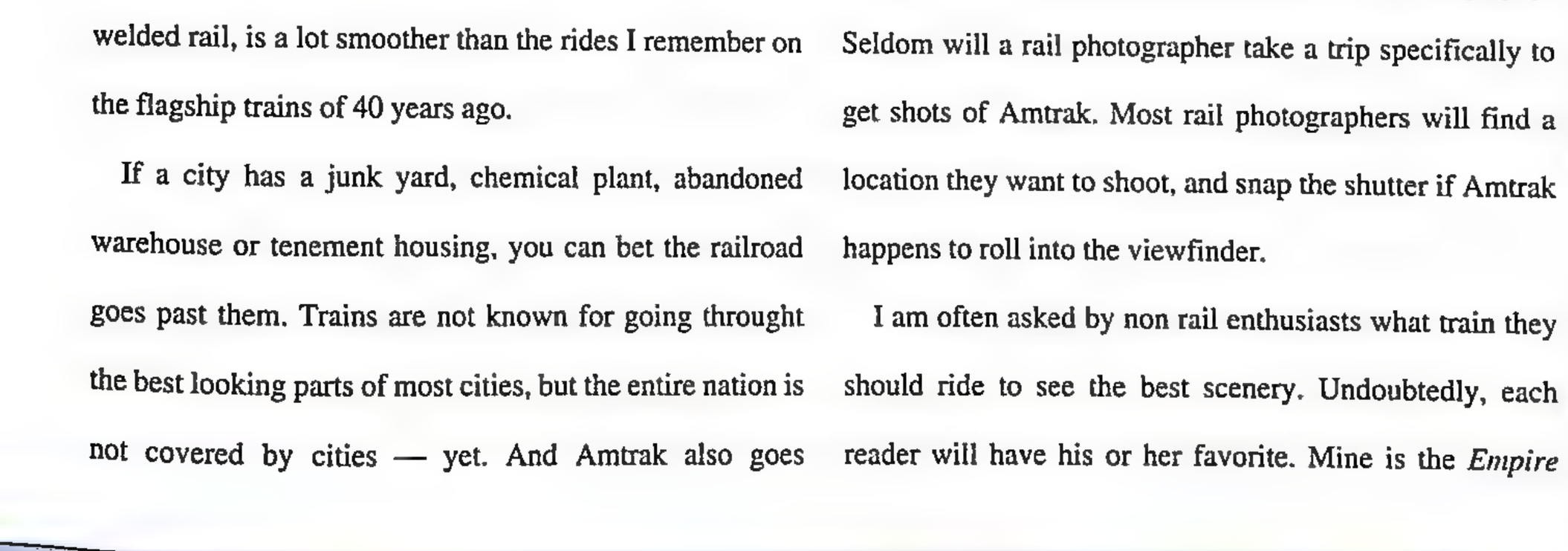
If a city has a junk yard, chemical plant, abandoned warehouse or tenement housing, you can bet the railroad goes past them. Trains are not known for going throught the best looking parts of most cities, but the entire nation is not covered by cities — yet. And Amtrak also goes through some of the most beautiful parts of our nation.

While I usually enjoy a nice train ride, it's tough to photograph the scenery from on board. You need to be on the ground to do the best passenger train photography. Seldom will a rail photographer take a trip specifically to get shots of Amtrak. Most rail photographers will find a location they want to shoot, and snap the shutter if Amtrak happens to roll into the viewfinder.

I am often asked by non rail enthusiasts what train they should ride to see the best scenery. Undoubtedly, each reader will have his or her favorite. Mine is the *Empire*

The eastbound *Empire Builder* approaches the only tunnel on its route between Minneapolis and Chicago on Canadian Pacific at Tunnel City, Wisconsin, on August 30, 1996 (TOP RIGHT).

The northbound Illini passes a church in Odin, Illinois, on Canadian National's former Illinois Central main line, just north of Centralia (BOTTOM LEFT).



With the Denver skyline slowly fading into the distance, the *California Zephyr* begins its climb up the Front Range of the Rocky Mountains at Rocky, Colorado, on July 10, 2000 (BELOW LEFT).

Builder, with highlights along the Mississippi River between LaCrosse, Wisconsin, and Red Wing, Minnesota; the stretch through Glacier National Park; and the Portland section running along the Columbia River Basin. My second choice is the *California Zephyr,* with the Denver-Grand Junction stretch being particularly scenic. This stretch of railroad, through Glenwood Canyon, inspired the design of the Vista Dome car.

If the train isn't going too fast, and if I'm not standing too far away with my camera, I always wave to the pasengers as the train goes by. Try it! You'll be surprised at how many passengers will wave back at the dummy with a camera standing in the snow beside the tracks.

One summer afternoon while waiting for a train in Byers Canyon, Colorado, I encountered a local railfan photographer. I was thinking about what a beautiful location for train photography it was; high in the Colorado Rockies with the Colorado River rushing below us. Learning I was a flatlander from Illinois, he responded, "Wow, it must be great taking photos where you have green grass and trees and corn for a backdrop. All we have out here are rocks!" I guess the grass does always look greener on the other side.

With Chicago's Loop for a backdrop, the *Southwest Chief* emerges from Union Station on September 11, 1999. After a brief stop to have express cars tacked onto the rear end, the *Chief* will begin its sprint to California (ABOVE).

Descending Raton Pass, the westbound *Southwest Chief* slows for its station stop at Raton, New Mexico, in December 1999. This day's train has a pure passenger consist (RIGHT).

There really *are* a few passenger cars tucked in behind the express cars on the eastbound *Three Rivers* at Viaduct, Pennsylvnaia, on June 6, 1998.The famous Horseshoe Curve is not far ahead (ABOVE).

On former Richmond, Fredericksburg & Potomac rails, Amtrak's eastbound *Carolinian* crosses a body of water adjacent to the Potomac River on July 25, 1997. The fishing pier and a boat launch are tucked in behind the Marine Corps hospital at Quantico, Virginia, (LEFT).

30 Years of Amtrak

E8 4316, CHICAGO, ILLINOIS, JULY 12, 1971 JIM BOYD

FROM A HASTILY-REPAINTED PENN CENTRAL E8 hauling a collection of second-hand cars to a custom-built F59PHI pulling custom-built California coaches, from ex-Penn Central Metroliners to today's Acela Express, Amtrak has come a long way in 30 years. Always an underfunded political football, Amtrak enabled America's private railroads to concentrate on their freight business and eliminate the crushing financial losses that passenger service had come to represent. The ball is still in play as Amtrak's goal of independence from federal subsidies continually seems to be just out of reach, despite the carrier's entrepreneurial spirit and sincere efforts to succeed. Whatever the state of the railroad's fortunes, Amtrak has provided railfans with a fascinating variety of equipment to seek out, ride and photograph. We hope you'll find your favorite in this selection of Amtrak photographs seen through the lenses of Railfan's editors and contributors.

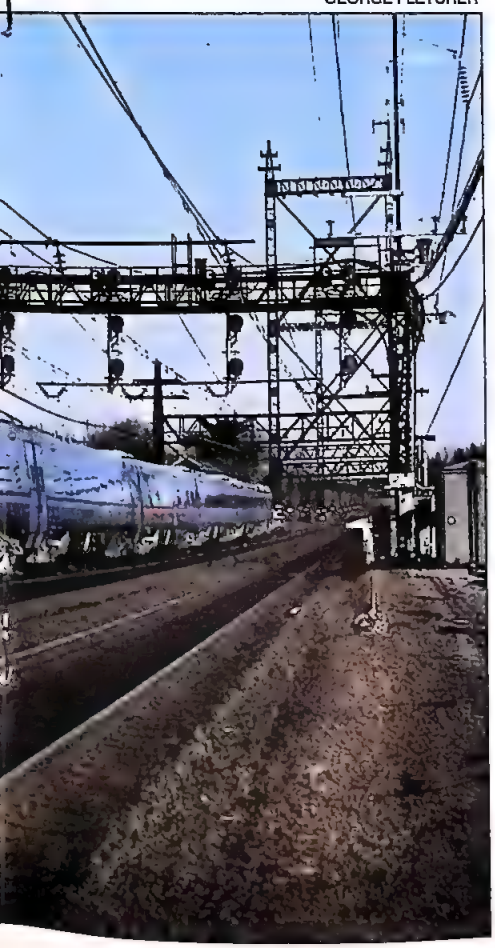
METROLINER, ELIZABETH, NEW JERSEY SEPTEMBER 9, 1980 JIM BOYD

X2000, WESTPORT, CONNECTICUT, JANUARY 19, 1993

F59PHI 2005, TRAIN 725, DAVIS, CALIFORNIA, MARCH 14, 2000

GEORGE FLETCHER

GEORGE FLETCHER



ACELA 2014, ELIZABETH, NEW JERSEY, MAY 1, 2001

STEVE BARRY

30 Years of Amtrak

P32BWH 512, TRAIN 391, *ILLINI*, TOLONO, ILLINOIS, APRIL 24, 1999 — GEORGE FLETCHER

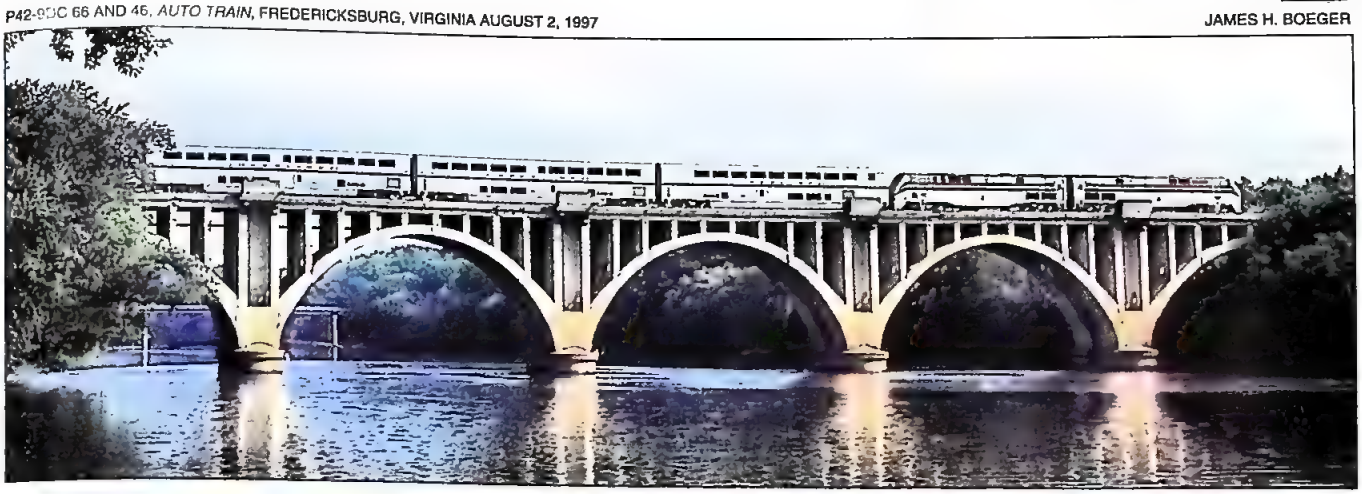
SDP40F 524, *SOUTHWEST CHIEF*, JULY 22, 1982, EDELSTEIN, ILLINOIS — JIM BOYD

E8 439 AND 432, TRAIN 48, *LAKE SHORE LIMITE*

TURBO TRAIN, GCT-BOSTON, PROVIDENCE, RHODE ISLAND, JULY 29, 1974 — JIM BOYD

P30CH 720, *BLACKHAWK*, CHICAGO, ILLINOIS, AUGUST 17, 1976

P42-DC 66 AND 46, *AUTO TRAIN*, FREDERICKSBURG, VIRGINIA AUGUST 2, 1997 JAMES H. BOEGER



COLD SPRING, NEW YORK; JULY 10, 1976 WALT LANKENAU

F59PHI 2007, OAKLAND, CALIFORNIA STEVE BARRY

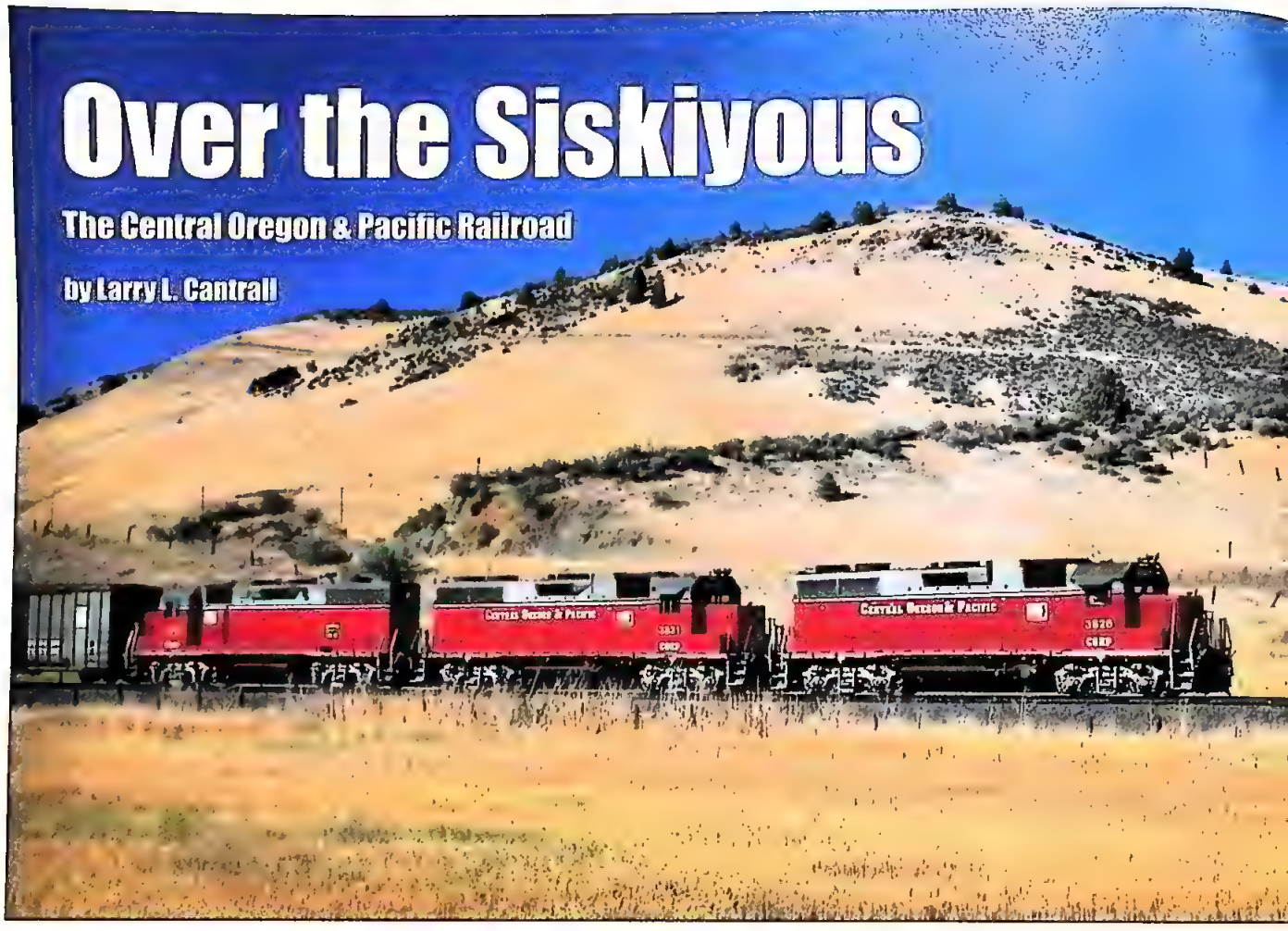
JIM BOYD

RDC-A 27, SPRINGFIELD SERVICE, MERIDEN, CONNECTICUT, FEBRUARY 13, 1975 ROBERT A. LAMAY

Over the Siskiyous

The Central Oregon & Pacific Railroad

by Larry L. Cantrall



DATELINE: October 11, 1923, southern Oregon. The Southern Pacific's southbound train No.13, the *Shasta Limited,* left Ashland around noon en route to California. The train had originated in Portland and frequently carried valuable mail. Even though it was known as the "Gold Train," stories of vast sums of wealth routinely transported in the mail car were generally accepted as exaggerated.

As No.13 topped the Siskiyous at Summit and was about to enter Tunnel No.13, two men, Hugh and Roy DeAutremont, hopped the train as it slowed for a brake test prior to the descent into California. They came over the top of the tender and instructed the engineer to bring the train to a stop with the cab just clear of the tunnel's south portal.

A third man, Ray DeAutremont, waited along the track. As the train stopped, mail clerk Elyvin Dougherty opened the door of the mail car to see what was wrong. Ray took a shot, hoping to scare Dougherty, who closed and locked the door, refusing to open it. Roy DeAutremont then placed a suitcase full of dynamite plus a few extra sticks on the front of the mail car and blew it, killing Dougherty. They realized they used too much dynamite, destroying everything inside the car. According to some reports, they also blew the front end of the car off the tracks. Things quickly got out of hand as the robbery attempt continued to deteriorate.

In the end, the engineer, fireman and a deadheading brakeman were killed along with Dougherty. The DeAutremonts vanished into the Siskiyous, empty handed and frustrated, ending the "Last Great Train Robbery of the West." A nationwide manhunt ensued, and the DeAutremonts were eventually all captured, returned to Oregon, tried, convicted and sentenced to long terms in the state penitentiary in Salem.

The Siskiyou Line

The Siskiyou Line was operated by the Southern Pacific from 1887 until 1994. Originating at Springfield Junction near Eugene, Oregon, it runs slightly over 300 miles south, terminating at Black Butte, California. Along the way, it passes through Roseburg, Grants Pass, Medford and Ashland, Oregon, as well as Weed, California.

Several early railroads considered and were involved in creating a north-south route from Oregon into California. In 1869, two Oregon Central Railway Companies began construction south from Portland. Eventually, the Oregon-California Railroad Company, under the control of Ben Holladay, gained control of both Oregon Centrals in 1870 and attempted to make a connection with the newly formed California & Oregon.

By the time the Oregon-California reached Roseburg, Hollady was in financial trouble. Henry Villard, representing German bondholders, took control of the Oregon railroad in 1873 and continued south in 1881, reaching Ashland in 1884. Like Holladay, Villard also exhausted his resources reaching southern Oregon.

History is sketchy on the California portion of the project. Construction originally began in 1865 at Marysville, near Sacramento, by the California & Oregon Railroad, which quickly ran out of money. Several mergers and outright takeovers resulted with the Central Pacific ultimately gaining control of the railroad and the project. By 1870, 90 miles of northbound track had been laid from the connection in Sacramento. Work continued north,

ABOVE LEFT: **Central Oregon & Pacific GP38s 3826, 3831 and 3815 lead the Weed Hauler southbound out of Hornbrook, Oregon.** ABOVE RIGHT: **Lower quadrant semaphores are the signature mark of the Siskiyou Line. The Grants Pass Switcher splits a pair as it heads south near Central Point, just north of Medford, behind 3809.** BELOW: **CORP 3805 passes the historic Colestin stage coach station as is leads the Medford-Hornbrook Hauler southbound just below the Oregon state line near Hilt, California.**

halting in Redding somewhere between 1870 and 1872.

The Oregon-California project lay fairly dormant until 1887. In 1885, the Southern Pacific emerged as the major player, absorbing several railroads including the CP. In 1887, the SP continued north from Redding, reaching Hornbrook, California. At the same time, it also gained control of Villard's bankrupt Oregon-California. With the SP now controlling both sides of the project, the stage was set to complete the line. In 1887, the SP started from both Hornbrook and Ashland to finish the passage over the Siskiyous, completing the route in December 1887. The new line reduced the seven-day stagecoach trip between Portland and Sacramento to a 38-hour train ride. It also created a wealth of freight business, drawing on timber and agricultural resources in Oregon.

The line was an engineering feat built over the rugged Siskiyous in southern Oregon and northern California. The original route required 18 tunnels, and 100 of the 171 miles of track was curved, with curvatures up to 14 degrees. The line tops out at 4100 feet at Summit before passing through infamous Tunnel No.13 and descending the line's five-mile, 3.67% ruling grade, the steepest ruling grade on the entire SP system. Not only was Tunnel No.13 the location of the last train robbery — it's also the highest elevation tunnel and the longest of 16 tunnels at 3100 feet on the line.

Another interesting feature of the line is the Wall Creek High Trestle, located between Tunnels 13 and 14. It's a curved structure, 100 feet high and 581 feet long on a 3.38% grade. The trestle isn't easily accessible unless you want to hike a mile down the 3.4% grade from Summit and then carefully work your way out onto a brushy cliff.

The Siskiyou was operated as an SP main line until 1926, when it was relegated to a branch line when the SP completed a new route through the Cascades from Springfield through Klamath Falls, Oregon, and back into Black Butte. During its glory days, the Siskiyou Line handled twelve first class and six second class trains daily. Standard steam power usually consisted of 2-8-0, 2-10-2, 4-8-2 and 4-8-8-2 combinations, including SP's Cab Forwards, until diesels started taking over in the early 1950s.

Although many commodities, including southern Oregon agricultural shipments, have been seen on the line, its revenues have primarily been from forest products. Revenues rise and drop on the line along with the fortunes of its shippers' sometimes-volatile timber business.

PHOTOGRAPHY: LARRY L. CANTRALL

ABOVE: **CORP GP38 3805 and four sisters lead the Medford-Hornbrook Hauler south across the Wall Creek High Trestle.** OPPOSITE TOP: **In Frisco-inspired colors from previous owner Colorado & Wyoming, CORP 3818 and 3819 work the Coos Bay Hauler on the west side of Eugene. The 3818 and 3819 were C&W 2001 and 2002, respectively.** OPPOSITE BOTTOM: **The Coquille Switcher works near Hauser with CORP 3820. Coquille is at the southern end of the Coos Bay Branch.**

In 1992, SP closed the 80-mile section from Ashland over the Siskiyous due to "insufficient volume," creating havoc, delays and, ultimately, bad feelings with loyal shippers in southern Oregon. The loss of southbound through rail service dealt a heavy blow to the forest products industries that are vital to the economies of communities all along the line.

Coos Bay Branch

Southern Pacific, seeing potential revenue, incorporated the Willamette & Pacific in 1911 to provide a connection south of Eugene with another SP-controlled railroad, the Coos Bay, Roseburg & Eastern, on the central Oregon coast. At that time, the Coos Bay line ran between Marshfield (now known as Coos Bay) and Powers, Oregon. The SP officially took over both railroads in 1915. The connection to the SP main line was changed from Powers to Eugene, and the first train left for Marshfield in 1916.

The SP had picked a profitable winner. Coos Bay grew into an important international seaport for Oregon's timber industry. It is generally accepted that this one branch generated enough revenue in its glory years to pay all the operating expenses for SP's entire Portland Division Oregon Operations. The line remained profitable until revenues fell off as a result of problems caused by depressed business in the timber industry.

The Coos Bay Branch runs 145 miles west of Eugene, terminating in Myrtle Point, south of Coos Bay. Originally the line had extended another 18 miles into Powers. The Coos Bay Lumber Company owned the section between Myrtle Point and Powers and gave SP trackage rights on that part of the line until it was abandoned in 1970.

A unique feature of the line is the Cordes draw span across Coos Bay, north of North Bend. At 460 feet, it's the longest swing span in the United States. However, fame came with some problems. On hot summer days, the metal structure doesn't always expand evenly, keeping the track from aligning properly. If the problem is severe, seawater has to be sprayed on the span to cool it until it lines up.

Central Oregon & Pacific

On December 31, 1994, the Central Oregon & Pacific Railroad (CORP) acquired the Siskiyou Line and the Coos Bay Branch from the SP through a combination lease/purchase agreement. It didn't take long to find some major problems that would contribute to a rough start. First, CORP assumed many SP employees would stay on with the new enterprise. However, many either retired or chose to be absorbed back into SP's system, taking much valuable experience with them. Second, CORP didn't fully realize the overall condition of the lines. SP had discontinued all maintenance during the year and a half it took for negotiations to be completed. The result was a number of derailments caused by deteriorated track, followed immediately by the need for an infusion of capital to begin emergency repairs. Finally, the purchase agreement allowed the new owners to lease SP power until CORP could

place it [illegible] own, but the power [illegible] by SP was less than adequate. Power problems combined with rail conditions, resulted in devastating congestion.

In 1996, CORP brought in Bob Libby as general manager. Realizing CORP had "bought a very deteriorated system," he suspended operations and started from scratch to rebuild the railroad. He succeeded in rehabilitating the line and has put CORP back in business as a successful regional rail operation.

Another problem was CORP's neglected customer base. Shippers had forgotten what rail service was or what it could do for them. For years they had called the trucking brokers, phasing out all rail shipping options. As a result, shippers had to be re-educated about rail service's cost and capacity advantages, and CORP had to back up its salesmanship with reliable service. The railroad is succeeding. In five years, they've gone from 33,000 carloads annually to over 44,000. In 2001, carloadings are expected to reach 46,000. CORP has learned their customers' needs and worked with them to return reliable rail service to the region.

Part of the agreement with the SP required CORP to reopen the 80-mile section from Ashland to Black Butte over the Siskiyous, returning direct rail service to the south. CORP reopened the Siskiyou line in June 1995, when the first traffic out of Medford left for the SP connection in Black Butte. Today, CORP operates six southbound trains a week out of Medford over the Siskiyous, and anticipates seven-day service in the near future.

Part of CORP's success has come since the Union Pacific and Southern Pacific merger. Roseville Yard has started functioning as it was designed to. Cars arriving in Roseville are not allowed to remain there for more than 14 hours before heading out for destinations like Phoenix and Denver, Chicago, or a connection with CSX in New Orleans.

Even though the most direct route from Roseburg to Roseville is to go south over the Siskiyou Line and meet the UP at Black Butte, grades limit the size of trains that traverse the Siskiyou. Therefore, most of CORP's traffic out of Roseburg heads north behind UP power, bypasses the yard in Eugene and heads back south over UP to Roseville. Every day around midnight, CORP crews pick up UP power in Eugene and head for Roseburg, where two trains are waiting to go north as one, the Hinkle blocked train and the Roseville cut. When the train returns to Springfield Junction, UP crews cut out the Roseville cut and immediately head south. The Hinkle block continues into Eugene to be routed on to UP's Hinkle Yard near Pendleton, Oregon.

On its way south, the Roseville train stops in Black Butte to pick up waiting southbound traffic for that came out of Medford and Weed, California, earlier in the day. This one change in

ABOVE: **The Grants Pass Switcher crosses the Rogue River as it heads southbound at Gold Hill, Oregon. Note the water car spraying the right-of-way (see sidebar).** BELOW: **The White City Terminal Utility Railroad connects with CORP at White City, Oregon. WCTR 5117 works one of 30 customers located in the industrial park at White City.** OPPOSITE: **Union Pacific 7161 passes between the semaphores heading north through Saginaw, Oregon. UP power is usually found on the run-through train from Roseburg, which heads north to Eugene then south to Roseville, California.**

operations, along with Roseville's success, has cut transit times by three to four days. Shippers up and down the line are happy about that.

An example of CORP promoting rail service is the company's success in returning log trains to the system. Several years had passed since logs had run over the Siskiyou Line. Environmental concerns have plagued Oregon's timber industry for years. Environmentalists, with legislative help, have forced loggers out of much of the state's harvestable timber land, contributing to a regional economic downfall.

CORP and Roseburg Forest Products started working together to keep area mills open and generate new rail revenue with shipments of inbound logs. In January 1997, RFP started trucking logs in to a central point in Weed, California. After sorting some for RFP's Weed Veneer Plant, the rest are loaded onto rail cars bound for the Dillard, Oregon, sawmill.

Today, log trains also originate in Rainier, Oregon, and the Puget Sound region in Washington for destinations on the Siskiyou Line. CORP leases over 70 flatcars used to move logs to Roseburg Forest Products, Sun Studs, DR Johnson, Douglas County Lumber and Umpqua Lumber in southern Oregon.

Operations

CORP bases operations out of its administrative offices in Roseburg, Oregon. CORP's parent company was originally Texas-based Railtex. In October 1999, another major short line operator, RailAmerica, merged with Railtex to form the world's largest regional short line railroad operator. RailAmerica is CORP's new parent company.

Robert Libby, CORP's general manager, is enthusiastic about the new merger. For his railroad, it accomplishes two immediate benefits. First is increased volume purchasing power achieved by combining all the operations under RailAmerica's corporate umbrella. Second, the short lines' bargaining position with the Class One roads is strengthened by RailAmerica's representation of its nearly 50 U.S.-based operations.

Currently, CORP runs daily operations out of five different locations. Two regional haulers and a local switcher are based in Eugene. The Roseburg Hauler, also known as the Roseville Cut, originates here, with UP power operating with CORP crews heading for Roseburg to return with interchange traffic for CORP. The Coos Bay Hauler leaves Eugene for Hauser every other day or as needed on the Coos Bay Branch, making connections with the Coquille Switcher. Also operating out of Eugene is the Yoncalla Switcher, providing daily service between Eugene and Cottage Grove.

Down the line, one hauler and three separate switchers originate in Roseburg. Daily switchers include the Rice Hill Switcher between Green and Oakland, along with the Riddle Switcher between Dillard and Cornutt. The Dillard Switchers operate between Roseburg and Dillard and include service to Roseburg Forest Products. The Glendale Hauler is based in Roseburg, providing regional service to Glendale.

Medford is home base for the Hornbrook Hauler, which routinely gets seven units to power a typical 30 car train over the Siskiyous for a meet with the Hauler out of Weed, California. The train is currently running at capacity, forcing CORP to periodically run seven days a week or twice a day, depending on the needs of shippers. The Grants Pass Switcher also operates out of Medford, providing service between Medford and Merlin.

The only train currently based in California is the Weed-Hornbrook Hauler. This train operates every day the Medford Hauler comes over the hill. Along with connect with the Medford train at Hornbrook, it

provides local switching service in the Weed area, interchanges with the Yreka Western Railroad in Montague and makes the UP connection in Black Butte.

Out on the Coos Bay Branch, the Coquille Switcher goes on duty daily in Coos Bay. It switches industries between Coquille and Hauser, where it makes the connection with the Coos Bay Hauler.

Schedules for all CORP operations are subject to change to meet the needs of its customers as well as to make connections with the UP. Start times may also vary due to weather, availability of motive power, dry summers or snow and slide problems in the Siskiyous. Railfanning CORP in these situations can be a challenge.

CORP-owned power consists of mainly mid- to late-'60s EMD GP38s and GP40s. The active roster shows 27 units, including two GP40 slugs that normally show up on assignments out of Roseburg. UP power handed over in Eugene may be any of the normal Union Pacific road power running on the west coast.

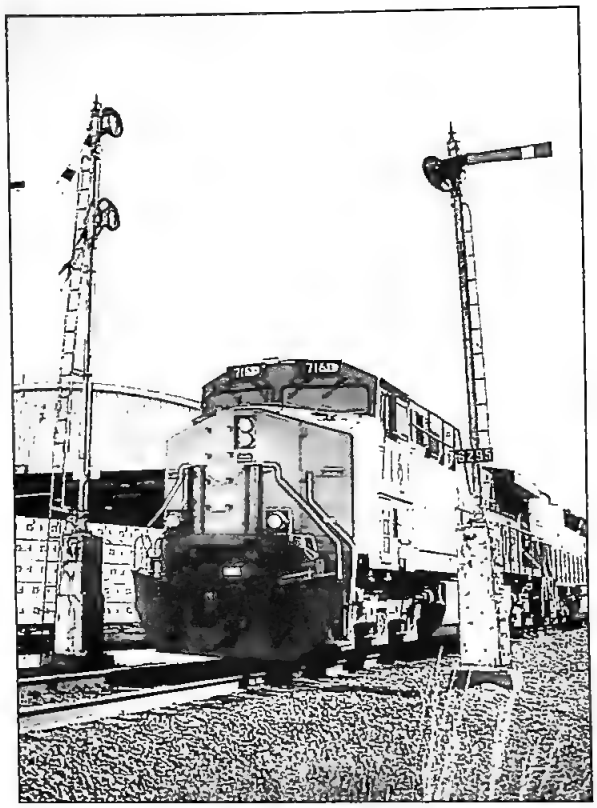
Yreka Western Railroad

CORP currently interchanges with two other short lines. The first is the Yreka Western Railroad (YWRR) in Montague, California. Based in Yreka, California, the 7.5-mile short line began operations in 1889 after the SP decided to bypass the community during construction of the Siskiyou Line.

The YWRR has seen several owners throughout the years and seemed destined to fade into the history books in 1999. It's been reported that abandonment papers had been filed, signaling an end to over 100 years of operations. Later in 1999, a new owner, the Rocky Mountain Railway & Mining Museum in Denver, took over the troubled railroad. Even though it looked bad, freight service to the line's only shipper, Timber Products, never stopped. Since the new ownership stepped in, increased freight traffic has already been seen.

YWRR spearheaded negotiations with Timber Products and CORP to consider replacing truck service with rail transit for same-day veneer shipments from Timber Products' plant outside Yreka to the company's plywood plants in Medford and Grants Pass. These shipments, coupled with existing chip shipments from the Yreka plant, have already required the installation of a new spur at the mill.

Current freight operations revolve around the veneer traffic and the connection with CORP. YWRR freight crews go on duty in the morning to switch and pick up outgoing veneer shipments from Timber Products in time for a meet in Montague with CORP's northbound Weed-Hornbrook Hauler. The veneer shipments continue north on the Hauler out of Weed. After connecting with the Hornbrook Hauler, the veneer shipments reach Medford on the same day, reducing truck traffic on the freeway as well as Timber Products' transportation expenses. After a one-year lapse, the YWRR summer steam excursions resumed on Memorial Day weekend 2000. Powered by a 1914 Baldwin Mikado, the excursion runs between Yreka and Montague.



The railroad is also working with the Siskiyou County Economic Development Commission, the Yreka Chamber of Commerce and the City of Yreka to attract new small, light industrial business to the southern part of town or sites near Timber Products where YWRR has an old, but serviceable, spur. The YWRR is hoping for increased rail traffic in the form of incoming raw materials, outgoing finished product, or both.

YWRR's new management is both positive and anxious to increase business. A second customer, Suburban Propane, has expressed interest in supplying their Yreka facility with incoming propane tank car bulk shipments. Don Marshall, YWRR president, recently indicated that they "need both a strong, stable freight side of the business and a strong, stable excursion side of the business" for success.

White City Terminal Utility Railroad

The second short line connecting with CORP is the White City Terminal Utility Railroad (WCTR) based in White City, Oregon, east of Medford. The area was originally Camp White, an Army training installation established early in World War II. In locating the camp, the Army considered the availability of main line rail service, in this case SP's Siskiyou Line, as vital to their operation.

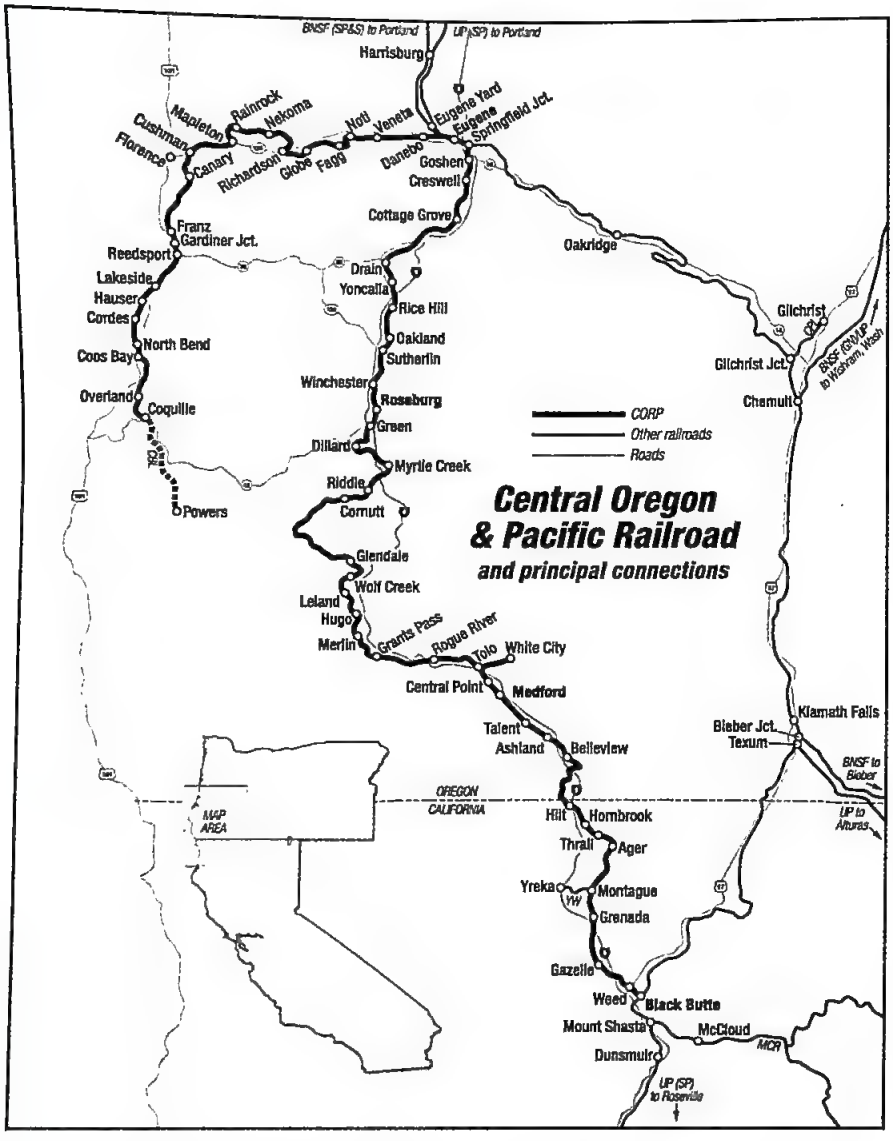
To gain access to the Siskiyou from Camp White, the Army exercised wartime privileges and gained trackage rights over a short line operated by Medford Logging Railroad Company (MEDCO) between North Medford and timber areas in Butte Falls. Normally the Army ran at night and MEDCO during the day, but wartime operations were known to change as needed, and the military and railroad were often at odds with each other.

When the Army established Camp White, they realized the importance of the railroad to its operations. As well as establishing a connection through MEDCO to the SP, the Army laid 13 miles of track in the camp to facilitate moving personnel, equipment and supplies.

The Army abandoned Camp White shortly after the war. The area was immediately recognized as an ideal location for an industrial park, with a network of track and access to main line connections. It evolved into current day White City, a mecca of timber related industries. The WCTR was established in 1954 as the White City Terminal & Utility Company, a switching railroad serving White City. The current name was adopted in 1974.

MEDCO dealt White City a blow in 1962 when it ended operations and tore up its track, isolating the WCTR. SP agreed to lay a new connection between White City and Tolo, north of Central Point. That's the system in place today, but CORP has taken over the SP operations.

A trip during the week out to White City, coupled with a little exploring, will usually find the WCTR switching the 30 various industries making up the industrial park. WCTR generally goes on duty around 8:00 a.m. and



continues until all the day's work is done. CORP makes the connection in White City after verifying that WCTR has tied up and is clear for the day.

Land of the Semaphores

In November 1912, the SP placed a Union Signal style "B" lower quadrant semaphore system in service on the Siskiyou Line. The entire line was block signaled by 1928. When CORP took over, over 100 sets of semaphores protected the line between Creswell, just south of Eugene, and Ashland, Oregon. The SP had removed the signaling system over the Siskiyous south of Ashland when they closed that part of the line in 1992. Many single- and double-head signals still survive north of Ashland.

Unfortunately, like many previous blade strongholds, CORP is in the process of replacing this system with newer, state-of-the-art ElectroCode, a state-of-the-art system that communicates between signals through the rails rather than through lineside wires. Maintenance costs and parts availability (or lack thereof) have been cited as the driving reason for replacing the blades. When a blade fails, it's replaced with the new system and any parts still serviceable are used as needed to keep the remaining blades in service.

General Manager Libby recently stated that the future of the remaining semaphores is not good. Over the next two to three years, they'll all be gone, replaced with ElectroCode. If you want photos of Libby's big red Geeps splitting the blades, get them soon.

Passenger Service

When the Siskiyou line was completed in 1887, passenger service was a major revenue producer. The new line shortened the seven-day stagecoach trip between Portland and Sacramento to 38 hours. Passenger service on the line was already declining when SP opened the Cascade route through Klamath Falls in 1926. The last passenger train ran on the Siskiyou between Ashland and Eugene in 1955.

Recently, there's been new interest in passenger service in southern Oregon. A political action group called "Bring Back the Trains," along with Jackson County Commissioner Ric Holt, has been lobbying the State of Oregon and Amtrak to extend the Pacific Northwest Rail Corridor from Eugene down to Medford, providing service to Vancouver, British Columbia, with connections in Portland and Seattle.

The problem is money. A 1992 feasibility study sponsored by the State of Oregon found it would take 30 miles of new track and five tunnels to extend Amtrak from Southern Oregon to Eugene. The cost then was estimated at $2.5 billion. The new line would replace a curvy section between Myrtle Creek and Riddle, where 48 miles of track covers the same distance as 28 miles of adjacent interstate freeway.

A second proposal backed by the committee is commuter service between Grants Pass and Medford. The state is studying this latest idea,

BELOW: Yreka Western 2-8-2 No.19 operates in tourist service out of Yreka, California. Dubbed the "Blue Goose," the 1914 Baldwin product was built for the nearby McCloud River Railroad and was purchased by the Yreka Western in 1956.

b... the problem once again will be money. Robert Libby estimates it would take about $2 million per mile to upgrade CORP's system between the two points to a 40-50 mile per hour railroad. It'll be a hard sell, considering that there's already a 65 m.p.h. Interstate between the two points.

Libby has stated he's willing to work with Amtrak or a commuter agency, but quickly points out the money needs to come from somewhere. Maximum speed during the "golden age of passenger service" on the line was 40 m.p.h., with a lot of 20-30 m.p.h. sections, and those conditions still exist. Huge subsidies would be needed to upgrade the system for competitive passenger service.

CORP's Future

After getting over its rough start, CORP has turned things around. The future of the railroad and the Siskiyou Line is good. The biggest challenge facing CORP today is keeping up with maintenance. The 300-mile system has over 2500 bridges, 3.6% grades and 16 degree curves that quickly wear out rails, but the worst of the problems inherited from Southern Pacific have been eliminated.

CORP is still primarily a timber products mover. However, management recognizes the need to diversify their business. In 1998, twelve percent of the railroad's total business was from outside the timber industry. The percentage increased to 17 percent in 1999. The goal is to increase this amount to between 20 and 25 percent.

One area that could help in CORP's diversification is the Rogue Valley agriculture business. In the 1950s, Rogue Valley's fruit business depended on reliable rail service to get produce to market across the country. Annually, SP moved over 3500 carloads of fruit from warehouses located along the main line in and around Medford and Ashland. CORP has been working hard to return this business to the system. However, it's been a hard sell because shippers have lost a lot of money using the railroad, and CORP is trying to get it all back, a carload at a time. In 1998, they managed to get three carloads. The following year brought seven carloads. Currently they figure at least 300 carloads are there annually. New fruit shipments go directly south through Black Butte into Roseville for immediate transfer to their destinations.

Management at CORP is watching developments closely and is interested in getting involved in Coos Bay, an international port that has been long overlooked by everyone except the timber industry. Coos Bay provides the shortest route from anywhere on the West Coast to Japan. The time required for ships to enter and exit the port is minimal compared to locations like Portland, where it takes two to three days just to get into port.

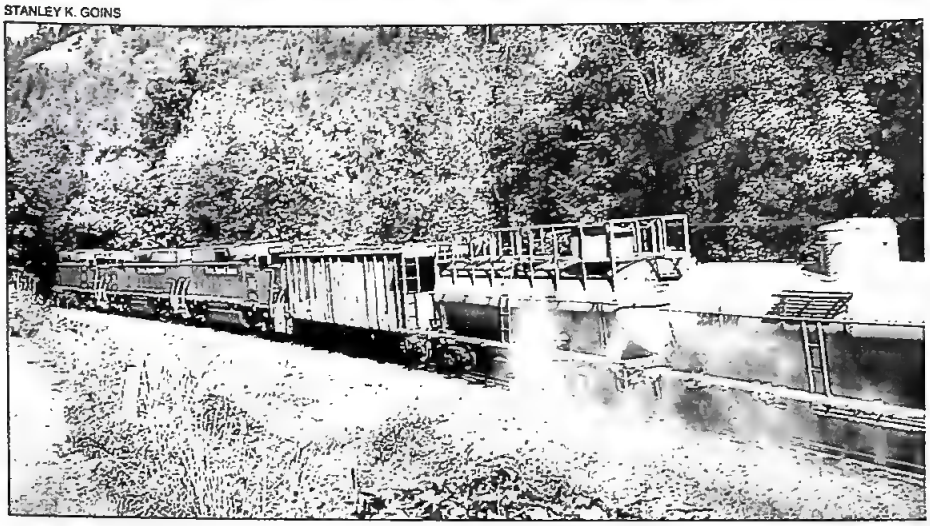
One possibility for Coos Bay involves future grain shipments and the dams on the Columbia River. There's a movement to remove the dams in an effort to save endangered salmon runs on the Columbia. Currently, grain from agricultural areas in Washington, Oregon and Idaho finds its way down the Columbia River to Portland docks via both river barges and covered hoppers on the BNSF and UP main lines located on each side of the Columbia.

Discussions have centered around increased grain traffic over both the BNSF and UP systems along the Columbia if the dams are breached. Besides losing the river barges, the next immediate problem is that grain elevators in Portland are at capacity. Coos Bay is being looked at closely as a secondary port with rail access for overflow from Portland and international grain shipments.

The possibilities for new traffic in Coos Bay and the surrounding area are exciting for CORP and the Coos Bay Branch. Management anticipates a good future for the once-profitable branch line. The potential is there to return the Coos Bay Branch to prominence as a revenue producer. The development of an international seaport is a major key in getting it started.

CORP is dedicated to customer service, and the payoffs have been tremendous since taking over from Southern Pacific in 1994. Developing projects in northern California, southern Oregon and the central Oregon coast indicate many more years of increased levels of rail traffic on what CORP's Bob Libby calls "one of the most challenging railroads in the United States."

STANLEY K. GOINS



Fire Season

LATE SUMMER and early fall quite often bring high fire danger to western Oregon, forcing railroads to take preventive measures. Central Oregon & Pacific's ex-Southern Pacific Siskiyou Line, with its steep grades and sharp curves running through many miles of forested hills is especially prone to fire. CORP's long, heavy trains with helpers are very likely to start a fire.

To reduce the risk, CORP runs water cars in sets of two on many trains. One car is equipped with pumps, spray nozzles and fire hoses. The spray pattern is adjusted so a heavy mist soaks the ballast and lineside vegetation. Two sets of water cars are kept at Roseburg for use on trains heading north. While one set is operating on the daily train to Eugene, the other is being filled with water on a spur in the yard within sight of the Roseburg depot.

The water cars are cut into the train behind either the road power or the helpers so train crews can be sure they are working. The water is not turned on until after the train has left Roseburg. Once out of town, when the train can be stopped without fouling grade crossings, the train stops and a crew member will start the pump and adjust the spray. From there to Divide, approximately 50 miles from Roseburg, everything along the track will be watered (watering is not required between Divide and Eugene). At Divide, the water is turned off and the cars are cut out of the train and left at the north end of the siding, where the next train to Roseburg will pick them up. Once back in Roseburg, they will be prepared for the next trip. — *STANLEY K. GOINS*

Nashville's

ABOVE: **Three E-units combine to lead a Tennessee Central Railway Museum excursion as it prepares to leave Watertown, Tennessee, on April 7, 2001.** BELOW: **Late evening sun glints off the nose of one of TCRM's E-units as the train returns to Nashville on April 7, 2001.** OPPOSITE: **While it may look like fun operating a passenger train, in reality it is very hard work. At the Cookeville depot, a few members of the operating crew take a well-needed break shortly after making the 90-mile trip from Nashville on October 20, 2000. Relaxing are (left to right) Tim Bebout, electrician Steve Tomblin, Nashville & Eastern engineer Billy Cawthon, museum president Terry Bebout and brakeman Allen Hicks. One of two former New York Central E8s provides the backdrop.**

IN RECENT YEARS there has been a proliferation of railroad museums popping up across the nation. A good many of these feature static displays of locomotives and rolling stock, as well as countless railroad artifacts and memorabilia recalling the bygone days of railroading. A few of these newer rail attractions even operate excursion rides. There is only one museum in the country, however, that regularly hosts 90- and 180- mile round trips using an eleven-car all stainless steel consist powered by two to four restored E8s. Nashville-based Tennessee Central Railway Museum is probably one of the most unique excursion operators in the America in terms of equipment, train length, average distance traveled and number of trips per year. Having a railroad to run over whose management is supportive of excursion trains is also a definite plus.

Two quick sell-outs

When Terry Bebout, president of Tennessee Central Railway Museum, discusses the museum's history and subsequent success over the past twelve years, he smiles and starts to brag — and with good reason. "We just happened to be at the right place at the right time," Bebout said. In April 1989, an informal group of local rail enthusiasts, who were mostly into model railroading at the time, approached the owners of Nashville's *Broadway Dinner Train* with a request to lease the entire train for their group, family members and friends and run a day trip over the Nashville & Eastern Railroad (the dinner train's host railroad) to Lebanon. To help defray costs, the group sold tickets to the general public in an attempt to fill every available seat. To their surprise, the trip sold out immediately. Within days, Bebout and others were covered up with requests from people who wanted to ride, but were unable to get tickets for the original trip. The group, still nameless, opted to run a repeat of the previous trip. The second trip, offered to the general public, also sold out immediately with minimum publicity. The organization decided at that point to operate trips on a regular basis using the dinner train's equipment, which consisted of two N&E CF7s, and the *Broadway's* train set, including a power car, four diners and an ex-Santa Fe dome which once ran on the *Super Chief.* Eventually, the N&E replaced the CF7s with newer U30B's.

Creating an identity

During the next few years, many changes took place. The previously informal group more than doubled in

Fifties Streamliner

The Tennessee Central Railway Museum excursion train recalls "the way it was"/Ralcon Wagner

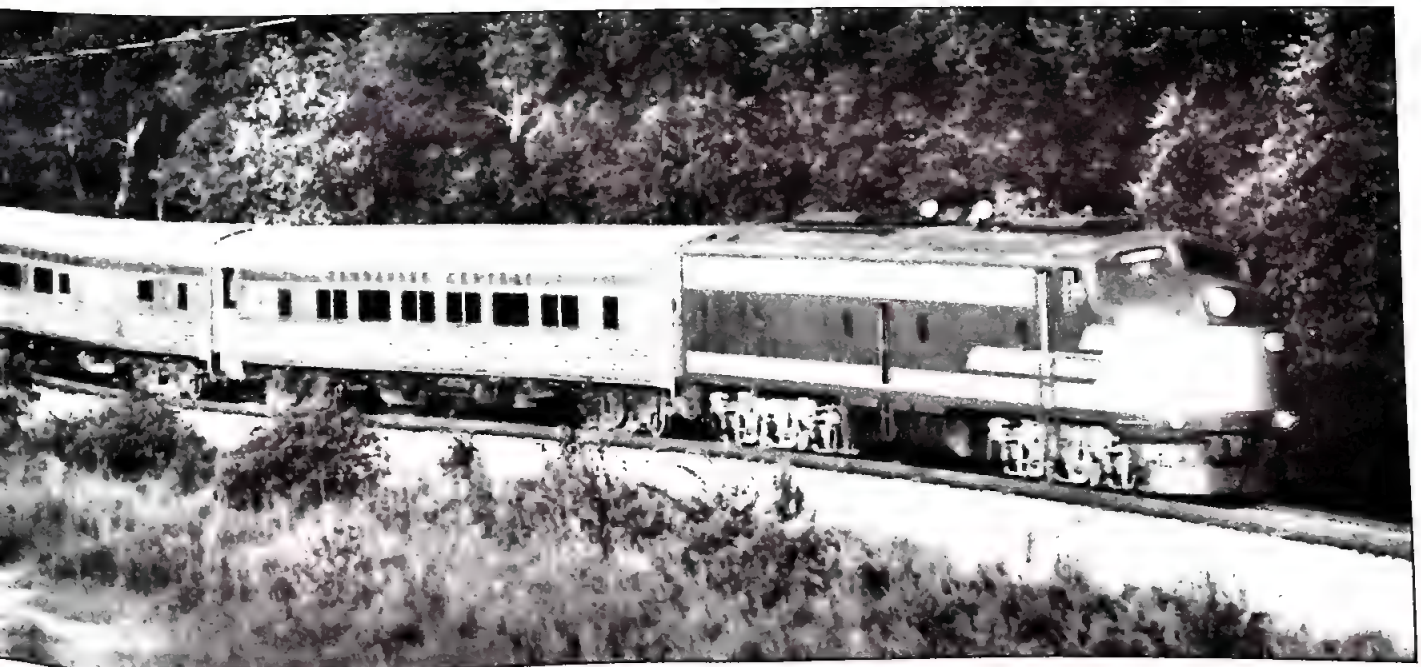
size and became very adept at running several excursion trains each year. Seeking a name that would identify them with both railroading and history, they called themselves the Tennessee Central Railway Museum, paying homage to the fallen flag over whose rails the group ran its trains. The Tennessee Central Railroad had been headquartered in Nashville until its demise in 1968, when the Louisville & Nashville Railroad assumed operation of the portion between Nashville and Crossville, Tennessee. This line was spun off as a short line shortly after CSX absorbed the L&N. In November 1986, the new Nashville & Eastern Railroad began operating over the L&N's section. The TC museum group has always had a good working relationship with N&E's management, and the short line's president, Bill Drunsic. According to Bebout, the excursions could probably not be operated if the railroad were not a short line.

By the mid-1990s, TCRM began purchasing its own rolling stock. The museum purchased two former Army hospital cars, converting them to power and souvenir cars. Soon after, the group quickly purchased five coaches and two diners from Amtrak, which was aggressively selling off its Heritage equipment. With its own trainset, the museum was able to run excursions without using the dinner train equipment.

Over time, TCRM has been able to iron out many problems and has become very proficient in the excursion train business. For several seasons, the museum has operated about 20 trips a year, primarily to Cookeville, Lebanon and Watertown, Tennessee.

In recent years, TCRM's trains have grown to an average length of eleven cars. The train's normal consist includes a power car, which furnishes head end power to the remainder of the train; five 1953 ex-Santa Fe Budd coaches; two diners which had been

PHOTOGRAPHY BY RALCON WAGNER



ABOVE: **At Cookeville, Tennessee, brakeman Allen Hicks aligns the switch so the locomotives can run around the train for the return to Nashville on October 28, 2000.** OPPOSITE TOP: **On a pleasant autumn day, a Cookeville-bound train passes through Buffalo Valley, Tennessee. The track between Nashville and Cookeville is some of the prettiest in the state.** OPPOSITE BOTTOM: **The earliest TCRM trips were led by Nashville & Eastern power, such as U30B 5338 waiting for passengers to board at Gordonville on June 1, 1996. TCRM excursions operate over N&E trackage.** BELOW: **N&E CF7**

2529 leads a Nashville-Lebanon round trip past the cemetery near Mount Juliet on July 29, 1989. The theatre car behind the 2529 was also owned by the N&E, and was used on a few trips before it was sold.

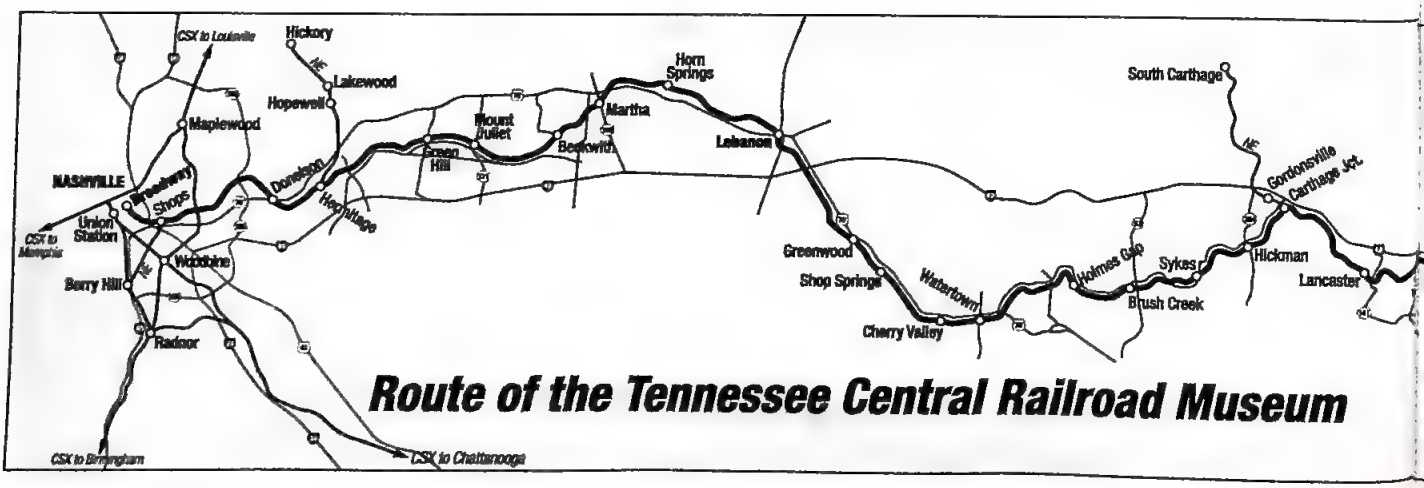
converted from chair cars by Amtrak; a souvenir car which was originally used as an express car by the Santa Fe and, finally, the most popular car on the train, a former Northern Pacific Vista-Dome. On many excursions, other cars are frequently added to handle overflow traffic. One is the former Seaboard Air Line Sun Lounge car *Hollywood Beach* (owned by a museum member). Ex-Burlington slumbercoach *Silver Repose* serves as a crew rest car when the excursion train must remain overnight at Cookeville between runs. On rare occasions, the slumbercoach can be used to handle overflow traffic on trips that sell out fast.

The eleven-car consist makes a striking appearance as it rounds the numerous curves and spans the many wooden trestles between Nashville and Cookeville. All cars are fully air conditioned and heated, and most contain restrooms. 480-volt head-end power is furnished throughout the train by the power car. In addition to the amenities already mentioned, all coaches feature large windows, reclining seats and leg rests, making this excursion train one of the most comfortable to ride in the country.

While aboard, passengers are encouraged to roam the train and visit the souvenir car, where a myriad of train and museum gifts and memorabilia are available for sale. Hungry riders can head to any of four locations aboard the train where soft drinks and snacks are available. At two of those locations, salads, hot sandwiches and additional menu items are also available.

Normally, restored E8 locomotives power all trains. Three of these are privately owned and are leased to the

ABOVE: **A museum crew member welcomes passengers as they board an excursion train at the Tennessee Central Railway Museum in Nashville on February 14, 2001. This trip is bound for Watertown.** OPPOSITE TOP: **Museum volunteer Homer Thompson answers questions and visits with passengers in his car. Each car is staffed by a car host who will assist passengers with any questions they may have regarding railroad history, heritage of the equipment or other inquiries. The car hosts also help ensure the safety of the riders on each trip.** OPPOSITE BOTTOM: **The TCRM's Santa special glides through Lebanon, Tennessee, in December 1996, en route to Watertown. A couple of TCRM trips in late 1996 were powered by the two E8s which had previously led Tennessee's Bicentennial. For those trips, TCRM replaced No. 1996's bicentennial herald with that of the Louisville & Nashville.**



never sees — cleaning restrooms, changing a hose or a brake shoe, spraying for weeds. The museum's membership is unique because we come from such a variety of backgrounds: Doctors, lawyers, police officers and many other fields. These people come down to the museum on their days off and get their hands dirty. We're very lucky to have so many people that are very mechanically well-versed. That's been a key part of our success".

Starting several years ago, the TC Museum began incorporating themes into many of its trips, with much success. Examples include Civil War reenactments as well as Jazz Festival, Murder Mystery, Easter Bunny and Santa Claus trains. "It just makes it more fun for the passengers," Bebout says. The museum also has the distinction of basis. Certain days are chosen during each school year," according to Bebout. "We operate these trips as a public service for the school systems in both Nashville and Cookeville. Many of the children are from underprivileged families and can't afford to pay for the train ride. We try to underwrite most, if not all, of that cost. These trips are normally a 16-mile round trip and last about an hour.

"During the field trips, museum volunteers discuss railroad safety with children. Several of the members have been certified by Operation Lifesaver as presenters of safety programs to audiences. During the ride, the children are given free handouts such as coloring books, posters and bookmarks provided by Operation Lifesaver. We find this to be an effective way of teaching kids to not play on the tracks."

What lies in the future for the Tennessee Central Railway Museum? The organization has recently acquired two additional locomotives, a GP7 and an F7. Bebout hopes both will be restored and painted, and will soon assist the E8s pulling the elegant train. The museum is also looking at new ways to generate revenue for future restoration projects. One idea is to focus on operating more charter trains for private groups. "Group sales are becoming a bigger chunk of our business every day," Bebout says.

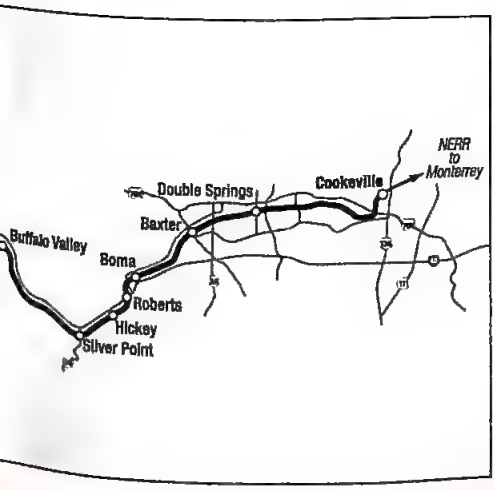
For information about TCRM excursion schedules, contact the Museum at 220 Willow Street, Nashville, TN 37210-2159; phone: 615/244-9001; fax 615/244-2120.

museum. The *Broadway Dinner Train* donated the fourth locomotive after it ceased operation in 1999. Two units are painted in New York Central's classic lightning stripe scheme. The other two wear the museum's unique maroon and silver colors based on the old L&N scheme. Shorter excursions normally use two locomotives, while Cookeville trips require all four units because of the steep grades.

Formula for success

What really makes TCRM's excursions successful, though, is not the locomotives and rolling stock, but the people who operate them. "We are an all-volunteer, non-profit organization," Bebout says, "and love to operate trains. A lot of work gets done behind the scenes that the general public being one of the few groups to operate two separate trains on separate railroads simultaneously. About five years ago, TCRM had a train going between Lawrenceburg and Columbia, Tennessee, on the Tennessee Southern Railroad, plus their usual trip between Nashville and Watertown on the N&E. The normal consist and crew was simply split in half for the two trains.

In addition to the running public excursions throughout the year, the museum is one of only a few operators to run field trips for school children. "We don't do these trips on a daily



The author thanks TCRM president Terry Bebout and museum volunteers for their assistance with this article.

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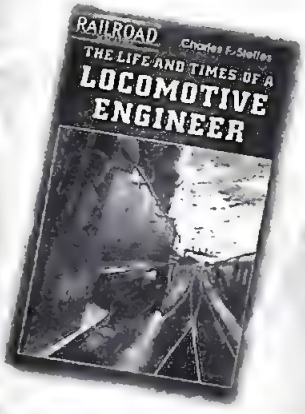

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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

There's a Scientist in the Kitchen

THE RAILROAD CHEFS previously introduced here are generally regarded as culinary artists. But even the most flamboyant among them will acknowledge that one form of cookery — baking — requires the precision of a scientist to complement the artistry all good chefs apply to their creations. One such "scientist," this one working in the tight confines of a dining car kitchen, is Daniela Cole, Executive Pastry Chef for the *American Orient Express*.

"I can't," she offers early in a recent conversation wherein she describes her work, "just add 'a little of this' in substitute for 'a little of that.'" Even the word "little" is probably foreign. "It takes new kitchen staff and our suppliers a while to understand the precision baking calls for." And baking — a lot of baking — is what Ms. Cole does.

Soft spoken, gentle in demeanor, Chef Daniela's eyes nonetheless sparkle with enthusiasm when she speaks of her work: "I'd always wanted to be a chef. I grew up in Germany, Italy, and Switzerland, as well as Texas (her father was in the Army), then went to college (Upsala) and graduate school (University of Texas at Austin) because my family expected it of me. But soon after graduate school, while working as an administrator at UT-Austin, I was lured to the kitchen." She got the kitchen experience required for admission into the Culinary Institute of America by working six months with a French pastry chef at Central Market in Austin. "I completed the CIA's two year Baking & Pastry degree in 1997, and went to work for Clipper Cruise Line Staff, an agency to the food service industry." Assigned full-time to the *AOE*, she became an *AOE* employee in 1998. She is responsible for all pastries, breads and desserts served on board to as many as 125 passengers. With few exceptions (Krispy Kreme doughnuts, a regional favorite, is one), all baked goods are prepared on board.

And what an array of goodies and delectables she creates. At breakfast there are flavorful, textured nut and fruit breads, generous muffins, moist individual pound cakes, and slices of a pale green, pink and brown checkerboard of a cake wrapped in a white sheet cake, all held together with butter cream icing. At lunch and dinner, there are fresh white and whole grain breads, dinner rolls both hard and soft or specialty breads to accompany specific meals. At dessert, a partial list of the 13 different creations on a recent trip would have to include Madagascar Vanilla Panna Cotta over a mixed berry coulis, scattered with shaved fresh strawberries. At other times it was Peach Blueberry Crisp a la Mode, Grand Marnier Orange Cheesecake with Scarlett Orange Sauce or a Frozen Chocolate Mint Julep Torte. Each lunch or dinner offers one or two such things, as well as vanilla ice cream with chocolate sauce of fresh fruit, or raspberry sorbet with fresh fruit.

Not that it's easy, mind you. "I begin planning for the next run of the train one week in advance," Chef Daniela says, flashing a notebook that shows a column of dates followed by some assortment of B's, L's and D's (for breakfast, lunch or dinner). "I have to consider the various climates and altitudes the *AOE* will be running through and how they will affect my baking. I have to learn what caterers will serve our guests off the train. And I have to adjust for the seasons and regions we will be running through." Before departing on a trip, she oversees the ordering and stocking of her ingredients. On board, she begins each long day at 8:30 a.m. by learning which refrigerator shelves and ovens the other chefs have surrendered to her. "I usually get two refrigerator shelves, and have to keep track of what oven space I will have and when. My day is one of constantly shuffling and moving my preparations."

She first bakes tomorrow's breakfast pastries. "They come out better if prepared a day ahead," she says. Then it's on to breads for lunch. "Fresh bread," she says, "takes two to three hours, so there's plenty of time for all the steps." In between steps, she moves on to desserts for lunch. After a stint at the head of the kitchen line at lunch, where she inspects and expedites plates as they depart to guests, it's back to baking. "I begin my evening breads and continue work on my desserts." Chef Daniela can still be found in the kitchen at 9:00 p.m. as the day's final dinners emerge for late diners.

In addition to the pressures of producing daily high-end culinary creations for discerning diners, Chef Daniela has to contend with several time-honored dining car problems. "You never know how many people are going to have dessert, or which ones," she says, and adds with a sigh, "then there's the problem of losing power. I've learned never to try a crème brule on the train. Kitchen temperatures can disrupt certain creations. And some of my recipes cannot be made on a moving train, but work fine when we are 'stabled' (the *AOE* term for stationary)."

She must hurry away now. The train's layover at the end of a run has given her an opportunity to pursue another passion: baseball. The Seattle Mariners are at home, and Chef Daniela wants to add Safeco Field to the list of major and minor league parks she's enjoyed. I wonder if anyone has pointed out that baseball, too, is a science among sports, where inches and split seconds matter most.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

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Around the Narrow Gauge Circle

By Machines of Iron, P.O. Box 2288,Glendora, CA 91740-2288. 888/203-9330; *www.moivideo .com*; 60 min., b&w and color; $19.95 plus $6.00 shipping; California residents add 8% sales tax.

In addition to the well-known segments of the Rio Grande narrow gauge lines that remain today, there was a vast empire in the early part of the last century that few us of have ever seen in motion, but in print the lines have almost a cult following. Way back when, one could make a fantastic journey around a three foot gauge circle of steel in southwestern Colorado. Most was owned by the Rio Grande, but the key piece was formed by the ill-fated Rio Grande Southern. The route covered almost unbelievably scenic mountain passes, gorges, ledges, lakes and rivers with freight and passenger trains and Galloping Geese. The places have legendary names: Marshall Pass, the Black Canyon of the Gunnison, Lizard Head Pass, Monarch, Rico, Telluride, Ophir, Cerro Summit, Ouray, Poncha Pass. The marvels of the route and all these locations are brought to us via technically very good 16mm Otto Perry and Irv August black & white and color (in the 1940s!) film footage from the collection of the Rocky Mountain Railroad Club. The tape combines on-board and chasing images, with both regular trains and charters. Through an excellent film-to-video transfer, good narration by Rich Melvin, a map, and occasional black & white stills from Jackson Thode, we see exactly what these legendary operations were all about. Modelers will especially enjoy seeing extinct engines brought to life.

Our counterclockwise journey starts with a couple of round trips to Sargents from Salida, assaulting 10,856-foot Marshall Pass with a couple of freights and a stock extra in the last winter of operation. At Gunnison, C-16 2-8-0s are used on the Black Canyon run, where larger power just won't fit. We chase a double-headed stock train in low fall light, watch cattle being brought to the pens, and ride through the canyon in 1944, in color, via clips shot from on-train and looking down into the abyss. On to Cimmaron,where No.318 leaves for Cerro Summit. A stock train with two C-16s up front and a pusher takes sheep to summer pastures over four per cent grades.

After a few quick clips on the Ouray branch, we start our lengthy run on the RGS at Ridgway, headquarters of the line (it now has a Super 8 Motel, how horrible) and head southwest around the Circle behind 4-6-0 No.20 (now preserved) on a RMRRC charter. As we assault Dallas Divide, an area which produces many of the today's calendar pictures of the San Juan mountain range, the right-of-way that can still be made out today is brought to life. Farther on are many death-defying bridges, ledge running, Trout Lake and so on. This fan trip with open gondolas is the only visual glitch for purists. After an overnight in Telluride, way before it became a trendy ski resort, we continue on to Ophir and its trestles, and Rico. Along the way we time-warp back to freight action over Lizard Head Pass. Geese appear in the form of No.7, then, arriving in Durango, we see an RGS stock extra leaving town in the fall.

The next segment is riding and chasing the *San Juan Express* east of Durango through Ignacio, Gato and Monero. There are a few obligatory freights, as well as the *San Juan*, assaulting Cumbres Pass eastbound. Next, some okay, some so-so pacing of trains southbound from Alamosa to Antonito. On the final leg of our trip, Alamosa to Salida, we sample a few trains in the vast basin before assaulting Poncha Pass. The tape ends with a May 1950 narrow gauge trip from Salida to Monarch, including some very illustrative shots of the switchback moves on the 4.5% grade. After turning on the wye , we return to Salida via Poncha Pass and Mears Junction.

All this footage is most historic and we salute both the RMRRC for allowing it to be published and Machines of Iron for a fine job. Every inch is not outstanding, but most is very, very fine. The only real glitch is the dubbed sound, which ranges from fine to "try again" (there should be *four* chugs to the driver revolution running uphill, none downhill). — *Tom Kelcec*

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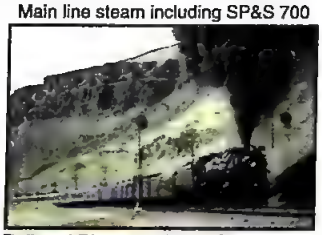
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Metrorail Green Line

THE ORIGINALLY PLANNED 103-mile-long Washington Metropolitan Area Transit Authority Metrorail system is now completely open. The last 6.5 miles of the system from Anacostia in the District to Branch Avenue in Prince George's County finished the system. The price tag for the total railway was $9.4 billion. However, the job isn't done yet. Many parts of the system are now close to a quarter century old and are wearing out. A great deal of refurbishment and rehabilitation is needed. Now the second busiest rail system in the United States (after New York), Washington Metrorail has expanded in more ways than by linear growth. Service hours were extended until 2:00 a.m. on weekends, a popular move in an area with vibrant night life. Construction got underway for a new station at New York Avenue on the Red Line, located in the middle of an existing line between the Union Station and Rhode Island Avenue stations.

January 2001 saw groundbreaking for a project to extend the Blue Line east to Largo, Maryland; the project will be finished by 2005 and is expected to cost $434 million. Also on the expansion docket, environmental studies are now underway for the planned extension of rail service to Tysons Corner and Dulles International Airport. Planners are now contemplating expansion of Metrorail from suburb to suburb with a rail line from Branch Avenue across a new Woodrow Wilson bridge to King Street station in Alexandria, Virginia. John J. Hanlon, who can enjoy the services of WMATA, was kind enough to send the information.

Phoenix light rail project

The Phoenix light rail system is to be built in three stages. The first, expected to be completed by 2006, would link Sky Harbor airport to Chris-Town Mall by way of downtown Phoenix. In the second stage, expected to be completed by 2010, the light rail would be extended from Chris-Town Mall north to Metrocenter. By 2016 seven more miles would be constructed. This last segment is proposed to include a western extension from downtown Phoenix to the 79th Avenue park-and-ride lot, an eastside extension from Indian School Road east and then north and northeast through Paradise Valley to Tatum Boulevard and Beardsle Road. An extension from Metrocenter north to Beardsle Road is another possibility, along with an extension straight south along Central Avenue in downtown Phoenix, and an expansion to Chandler Boulevard in the south from Sky Harbor. Some connections to Tempe and Arizona State University are also in the works. Many thanks to David I. Duncan, the kind supplier of the information.

Finding the numbers

Urban transportation planners are charged with the difficult task of projecting ridership and costs and making cost comparisons when building rail systems. They also must decide between rapid transit or bus or fixed-guideway operations. What makes the task difficult is that certain negative forces are at work. For example, ignorance of the way transit works holds a lot of people back from using it, whether it be bus or rail. As time goes by, more and more people become accustomed to using the service, and word of mouth about how to use transit becomes part of the culture of a community. Population shifts and investment in economic activities cannot always be predicted very far in advance. In the past, there was much criticism of the Bay Area Rapid Transit District; scoffers said that the projections of ridership were too high and that BART was nothing more than a multi-million-dollar boondoggle. Now BART is running at its practical capacity and movement of people within the San Francisco and East Bay area would be unthinkable without BART's capacity. Some said the planners in the Washington, D.C., region were smoking something funny when they came up with their initial projections of rapid transit ridership. The Washington Metrorail service has matured and is now the second most patronized rapid transit system in the country. Metrorail serves well over 600,000 riders a day on the average.

Remember that any numbers used in projecting the future are bound to be suspect. I remember seeing economic forecasts that projected gross domestic product 20 years hence to seven decimal places. Nobody knows what is going to happen tomorrow, much less 20 years from now. Everything you see in the way of projections is a guesstimate. The only numbers you can even begin to believe are those based on actual fact. Thanks to Leroy W. Demery, Jr., and George Wilson for the information.

I just got off the phone with Bill Middleton, who had been reading the *Washington Post* in the morning to find that ridership on the five-station extension of the Green Line to the south and east of downtown Washington was 32,000 on the average. The line was projected to be moving 18,000 daily riders after six months of operation. How could the planners have been so far off? One answer is that parking at the stations along the Green Line extension was free. Canny folks who would

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

to Branch Avenue

ordinarily have paid to park and then ride the Blue Line shifted their allegiance over to the Green Line to enjoy the free parking.

Angel's Flight accident

A fatal accident occurred at Angel's Flight, the block-long funicular railway in Los Angeles between Hill and Olive Streets. At lunchtime on February 1, 2001, a car at the top of the funicular somehow broke loose, ran away downhill, and crashed into the other car. Leon Praport, an 83-year-old visitor to Los Angeles from New Jersey, died of injuries suffered in the accident.

Angel's Flight opened in 1901. It was shut down in 1969, and it was reopened in 1996. The 298-foot Angel's Flight cars move at 3.5 miles per hour. The 25-cent fare buys passengers a 70-second ride either up or down the 33-degree hill. Each car seats 14 and there is standing room for 40 additional passengers. They are designed so the floor is angled and the passengers sit level. The cars are counterbalanced. One car rises and the other descends. The cable to which the cars are attached is wrapped around a drum mechanism at the top of the hill.

An investigation by the National Transportation Safety Board is now underway. The technology of 1901 is not as sophisticated as something of current vintage, but its track system has a bypass in the middle that permits the cars (named *Olivette* and *Sinai*) to clear each other as they pass. A 100-horsepower electric motor operates the cables. The NTSB investigators, unused to working with funicular railroads, believe that the accident was caused by a portion of the cable coming off the spool at the top of the hill. Now the chore is to find out what caused the cable to come off the spool. Angel's Flight will remain closed until the investigation is completed. Thanks to Douglas I. Duncan, Frank Bauer, Dennis A. Cavagnaro and Martin Gombert.

Kenosha's new streetcar line

Bud Budzien was kind enough to send me information about the city of Kenosha, Wisconsin's, new streetcar operation. Kenosha is using the streetcar line to help inject vigor into a city that was in big trouble because of the many industries that moved out during the last decade or so. The big park on Lake Michigan, now called Arbor Park, will be host to a new lakefront neighborhood, which will involve considerable housing as well as museums, public buildings and other activities. The trolley line will link the Metra commuter rail station and the local bus system in the town of Kenosha. Mr. Budzien included not only the handout but also a very attractive postcard that promotes the Kenosha streetcars; it shows the way the five different cars are painted. One is in Cincinnati colors, one in the Toronto scheme, another in the livery of Chicago and a fourth in Pittsburgh livery. Then there is a Kenosha car that, in cream and red, is the symbol of the new Kenosha transit service.

The information sheet, entitled "A Guide to Arbor Park, Kenosha's new Lakefront Neighborhood, Frequently Asked Questions," is available from either the Department of Administration or the Department of City Development, 625 52nd Street, Kenosha, WI 53140. The phone number for the Department of Administration is 262/653-4000. The Department of City Development is 262/653-4030. Be sure to request that the postcard be sent as well. Many thanks to Bud Budzien for the information.

MARC reliability improves

The state of Maryland has been edgy for years about the quality of service on the increasingly congested rail lines that are shared by MARC commuter trains and CSX freight trains. To make things work better, the state has agreed to contribute $30 million for improvements to the rail lines. CSX Transportation has also agreed to put money into a special rail improvement fund. This infusion of funds is to take place every time the on-time performance of MARC commuter trains falls below the 90 percent level. Maryland will contribute money for improving track and signals whenever the commuter trains exceed the goals for performance. It appears something had to be done. On-time performance of the Camden Line service (along the erstwhile Baltimore & Ohio) between Union Station in Washington and Camden station in Baltimore dipped to only a little over 50 percent since the CSX/Conrail merger in June 1999. Expect to see track improvements, multiple tracking in some places, and new signal systems over the next decade to increase the reliability of MARC service. Many thanks to Henry Goode for the information.

Repairing the Trackmobile

Canada sends us some very unwelcome visitors in the winter time; those notorious Alberta clippers and the huge blasts of Arctic air that pause and inundate the Midwestern U.S. with chills and snow are hardly welcome. What is welcome is the fine job that transit does in most Canadian cities and the kindness and hospitality of Canadians when we visit them. A really interesting museum is the Halton County Radial Railway, which is the operating portion of the Ontario Electric Railway Historical Society (P.O. Box 578, Milton, ON L9T 5A2).

Right now the museum is looking for some aid to repair its Trackmobile. The Trackmobile sports four retractable rubber tires so it can run on the road and is also equipped with four powered flanged wheels. With energy supplied by a Jeep engine, the Trackmobile can move the heavy interurbans and streetcars at the Halton County museum. Both the motor and

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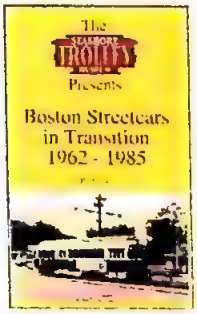

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transmission need [illegible] and interested parties should contact the museum to offer their help. The museum has a problem with theft of artifacts. Roll signs, transfer cutters, air whistles, brake handles, air gauges and a whole host of other things have been purloined. The museum and its members will be on the lookout at trade shows, events and auctions to see if it the missing items can be recovered. Thanks to the *Radial Report* for the information.

Los Angeles flashes

After a 32-day strike against the MTA, the difficulty was finally settled. As is often the case, everybody loses in a long shutdown of transit service. Particularly hard hit were the many MTA patrons who were unable to get to work or could only do so with great difficulty or at considerable cost. MTA management claims that the settlement saved $25 million over three years, and has also discussed restructuring of service, which many riders feel means higher fares and less service.

Measures of the success of the Red Line subway extension to North Hollywood are that the station parking lots are full and there are many complaints about the lack of parking. Additional parking will be constructed across Lankershim Boulevard from the North Hollywood station. Parking at commuter rail and outlying rapid transit stations is a major problem nationally.

Rail expansion is not dead in Los Angeles; bids were awarded for construction work on the light rail line to Pasadena by the Pasadena Blue Line Construction Authority. It is expected that significant construction progress will be made in 2001.

The East Side Light Rail Plan is also moving ahead. At issue is a six-mile light rail project to run from Union Station in downtown Los Angeles east to Atlantic Boulevard. This was originally intended to be the east portion of the Red Line subway. There will be a tunnel segment through Boyle Heights. The project was approved in June 2000 as an alternative to the Red Line subway. Lack of funds was the reason stated. The east side light rail line, with eight stations, is to be completed by 2006. The line will start at Union Station and run on First Street through Little Tokyo. Immediately before reaching Boyle Heights, the line will go into a tunnel until it reaches First and Lorena Streets; at this point the rails will come back to the surface. The line will turn south to Third Street where it will run to the east until reaching Beverly and Atlantic Boulevards.

Planners in Angeles are also advocating an extension of the Red Line subway west beneath Wilshire Boulevard at least as far as Century City. An extension of the Green Line light rail line into Los Angeles International Airport is being encouraged. Also proposed are extensions of the Pasadena Blue Line east to Claremont and pushing the east side light rail line beyond Beverly and Atlantic boulevards east to Norwalk and Whittier boulevards.

In case you missed it, MTA Metro Blue Line rail cars Nos.109 and 148 have been painted in the red and orange Pacific Electric colors. The paint job was part of the Blue Line's ten-year anniversary celebration. The cars have the PE butterfly wings around the headlight and a PE-type brass air whistle under the right-hand side marker light.

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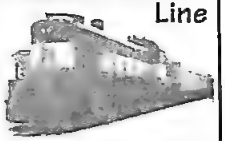
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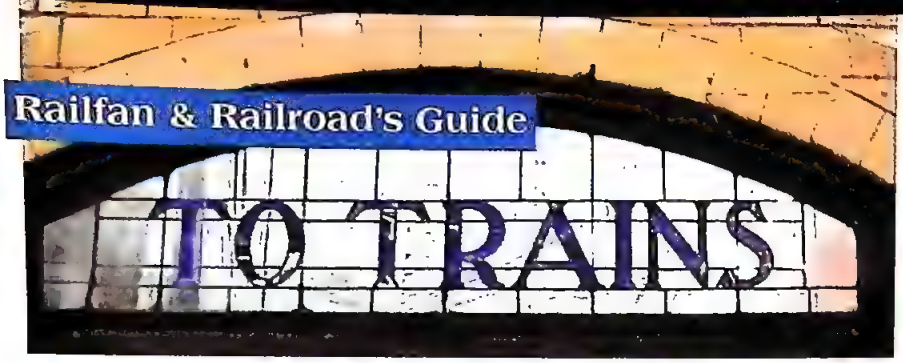

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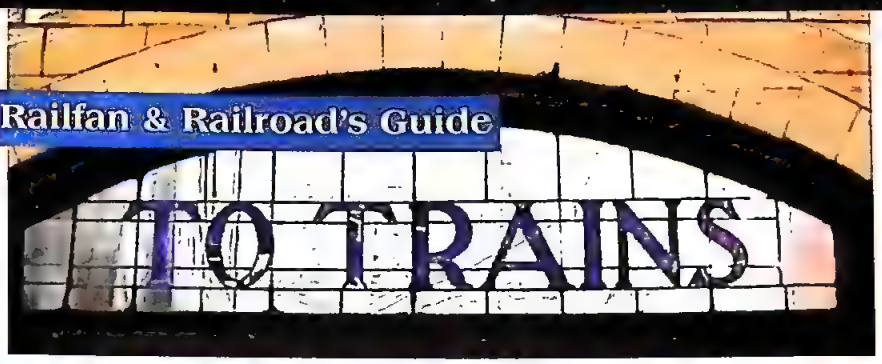

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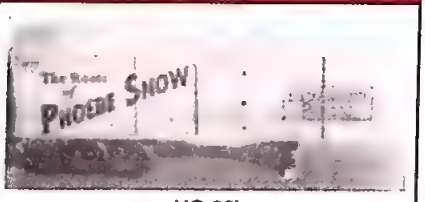

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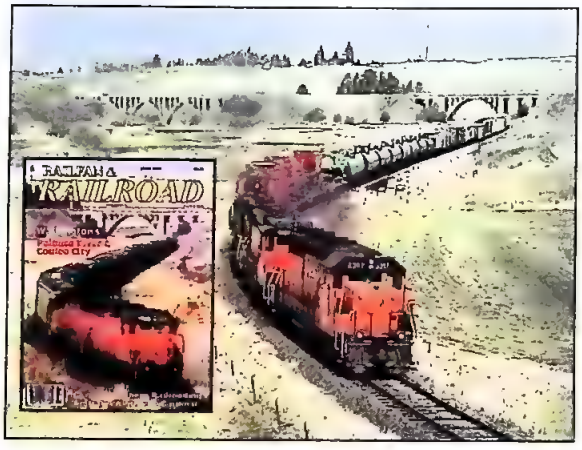
Kelly's covers

THREE PHOTOS: STEVE BARRY / THREE COVERS: BRUCE KELLY



"WHAT DO YOU WANT TO SEE?" That was Bruce Kelly's question to me when I planned to spend three days in eastern Washington and the Idaho panhandle prior to chasing Spokane, Portland & Seattle 4-8-4 No.700 in late April (see last month's R&R). I thought about Bruce's question and decided that the answer might be within the pages of R&R — well, actually, on the covers. Over the last couple of years, Bruce has submitted many photos that have made rather striking covers, and I figured that I could "rip off" Bruce's shots and in the process get several more quality photos while exploring territory that was largely new to me.

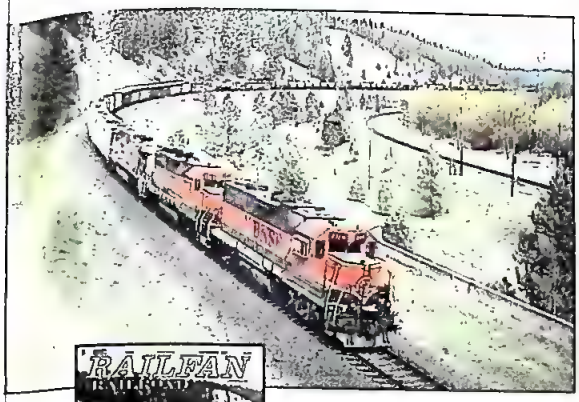
First, a little photographic philosophy — I have always felt that one of the best ways to develop a "photographic style" is to look at photos you like in books or magazines, then go out and try to duplicate those photographers' efforts. With this method, you define the type of shots you want — your "style" — and by duplicating others' efforts you get to immediately practice your style. This also lets you see what situations the photographers faced when taking those photos, leaving you to duplicate their efforts exactly or to try to give a scene your own angle.

I find getting certain shots to be a sport, a goal to strive for. When Mike Del Vecchio and I shared an office here at R&R, I'd often be reviewing slides that came in with features or for the news section and Mike would hear me say, "I need that shot!" That brings us to Bruce Kelly's covers — shots that I admired when I first saw them and shots that I felt I "needed."

The Kelly covers that became my quarry were Marshall Canyon (September 1997), BNSF along Lake Pend Oreille (July 1999) and the Palouse River & Coulee City passing under the ex-Milwaukee (April 2000). So I told Bruce that during my three-day visit I wanted to see Marshall, the Funnel and the Palouse River short line. I left it to Bruce to figure out which day would be best for each.

Bruce found out that the Palouse River & Coulee City would be operating from Marshall, Washington, south to Pullman on the first day of my visit, April 16th. Sure enough, we found the train as it approached Marshall to do its work in the yard adjacent to the BNSF main line. Unfortunately, our rented minivan decided to have a flat tire at this point. Bruce said that he had gotten all the shots before, and told me to keep shooting while he changed the tire. He had the work done just before the train began its southward trek. With the minivan riding on a doughnut, we got a shot of the train crossing a long wooden trestle out of Marshall, then hustled down to Spangle where we found an open garage. We quickly dropped the flat tire off and raced to the tracks to get the train passing through town. Racing back to the garage, the tire was ready to go in a few minutes, and we threw it in the back of the van and took off. Rosalia, the town where the ex-Milwaukee bridge spans the PR&CC, was next. We parked on the highway bridge that overlooks the tracks, and while I got my shot that was inspired by Bruce's April 2000 cover (**above**), Bruce was replacing the doughnut with the repaired tire on the van.

The other two shots didn't involve nearly as much trouble. We did Marshall Canyon on Tuesday the 17th, and the number of trains pretty much assured that I would get the classic shot off the highway bridge there (**opposite**). The weather had gone into the dumpster by Wednesday when we headed for the



Funnel, but we were only in Sandpoint, Idaho, a few minutes when back-to-back trains came across Lake Pend Oreille (**opposite below**). — *S.B.*

Riding trains

Passenger trains have alway been an afterthought. Having read considerable florid prose in books and magazines about the "luxuries" of railroad travel, my first trip on a working passenger train was a bit disappointing. As an adolescent aboard a Penn Central train out of Boston in August 1969, I first experienced the "luxury" of coach travel and the culinary delights of dining by rail. The ex-Pennsy Congressional coach was crowded and dirty, and my dining car tablemates were questionable, to say the least. What was Lucius Beebe talking about, anyway?

Having accepted the gritty realities of passenger railroading which were evident in that first trip, subsequent journeys were enjoyed at face value, with the preconceptions fostered by the writings of possibly besotted survivors of the glory days pretty much forgotten. Train travel did have its moments; an enjoyable early-morning ride out of GCT in New Haven coaches behind a pair of FL9s to New London; a 1970 trip to visit relatives in Florida, which included the *Metroliner*, and roomettes on the *Silver Meteor* and *Silver Star*; trips to college aboard Amtrak's *Broadway Limited* and *Denver Zephyr* in 1971. Admittedly, holing up in a roomette improved the ambiance, but at great cost. One of my most memorable trips was aboard Penn Central's lowly *Penn Texas* from Penn Station to New Brunswick. It was a fast ride aboard a comfortable rebuilt P70 coach, one of three behind a dozen mail storage cars urgently forwarded south against the morning rush by a single GG1.

My first sleeping car experience was aboard the *Silver Meteor*, operated by Seaboard Coast Line on that trip to Florida. I took the *Meteor* south and the *Silver Star* north so I could see both the ex-Seaboard and Atlantic Coast Line main lines. The SCL was my first experience with Mars lights, and I spent hours with my head pressed against the window, watching the beam sweeping the countryside with light. On the southbound trip, the sleepers were right behind the power and, despite the insulation, there was plenty of engine and air horn music to hear. I'll never forget putting my shoes, dull and gritty from exploring Ivy City Yard, in the "shoe locker," and my amazement at finding them looking better than new in the morning. The porter was pretty amused. Yes, SCL liked passengers.

After several college trips to Denver during which I was exposed to true luxury in the form of *DZ* dining car fingerbowls ("What's this, soup?"), my train riding fell off considerably, except for the very occasional fan trip. Around 1980, I made a few trips on Amtrak to meet a friend in Springfield, Massachusetts. By this time most equipment in the east had been upgraded to Amfleet, which was actually quite comfortable and quiet. Although the human side of the equation retained its brusque, detached, not-quite-friendly demeanor, the new cars were a vast improvement over the old Clocker cars on that first ride on the Shore Line.

Amtrak came along just as I was discovering passenger trains, and it was disappointing that the coherent identities of the individual railroads were replaced by the initial chaos of Amtrak. On the other hand, how else could an easterner become familiar with the equipment of Burlington, Northern Pacific, Great Northern, Southern Pacific (one of their big domes!) and Union Pacific all on one 23-car *Denver Zephyr*? In retrospect, Amtrak's early variety of "previously owned" equipment did not result in national uniformity to the degree that it would seem. Yes, there are hundreds of Superliners and Amfleet and Horizon cars, but look at pages 34-37 to see just how varied Amtrak has been over the past 30 years. Recently established regional Amtrak operations in California and the Pacific Northwest have introduced attractive and distinctive paint schemes and equipment, adding even more variety. Amtrak's new image will soon give us uniformly-attired trains to shoot again. Until then, enjoy the variety. — *W.C.L.*

The 2001 Cover One Contest

Once again it's time for the Railfan & Railroad Cover One Contest, providing a skilled photographer the opportunity to see his or her colorful photo grace the front of R&R for all to see. As is the custom, the first place winner will receive a prize of $200, the second place winner will collect $100 and nine runners-up will receive $50 each. The First and Second Place winners will also be profiled in WE'D LIKE YOU TO MEET . . .

Any rail subject photographed at any time qualifies for the contest. The only limitations are that the image must fit our cover's "full-bleed" vertical format, filling the cover to all four edges with room for the R&R banner across the top and the UPC bar code in one of the lower corners (we're relaxing the rules a little from previous years in that an image that will work with the addition of a "cover line" block across the bottom (such as the July 2000 R&R cover) will be considered, and we'll also consider moving the UPC code box from its customary lower left spot to the lower right.

The judges are strongly influenced by strong, brilliant, vivid, stunning color which makes the magazine look good to potential newsstand buyers. Here's the fine print —

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DAVID HURT

SEPTEMBER 2001 ISSUE ON SALE AUGUST 1

there is no limit on the number of photos that can be entered by any one photographer, but we generally only award one prize per winning entrant. Entries which have placed in prior years are not eligible. Slides and prints are eligible and your name must appear on each photograph. Include your address, phone number, e-mail address and caption information inside your package. Prints sized somewhere between 8×10 and 11×14 work best, and they should not be mounted or framed. Slides should be sent in plastic slide pages (use an entire page, even if you are submitting fewer than 20 slides), *not* in slide boxes or coin envelopes. Securely package everything so that it can survive a grizzly bear attack and/or the U.S. Postal Service. All entries should contain return postage and packaging. And, finally, *do not* send Cover One entries with any other correspondence such as news photos or feature material, as we do not open the contest packages until after the deadline.

If you use one of the next-day carriers such as FedEx and want your material returned the same way, please send a completed and paid-for return air bill. Our FedEx and UPS address is 108 Phil Hardin Road, Newton, NJ 07860. Regular mail entries can be sent to P.O. Box 700, Newton, NJ 07860. Prominently mark the outside of the envelope *Cover One Contest.*

The deadline for entries is September 5, 2001, which gives you all of Labor Day weekend to sort out those potentially winning shots. All material will be returned at the conclusion of the contest. Good luck!

Steve

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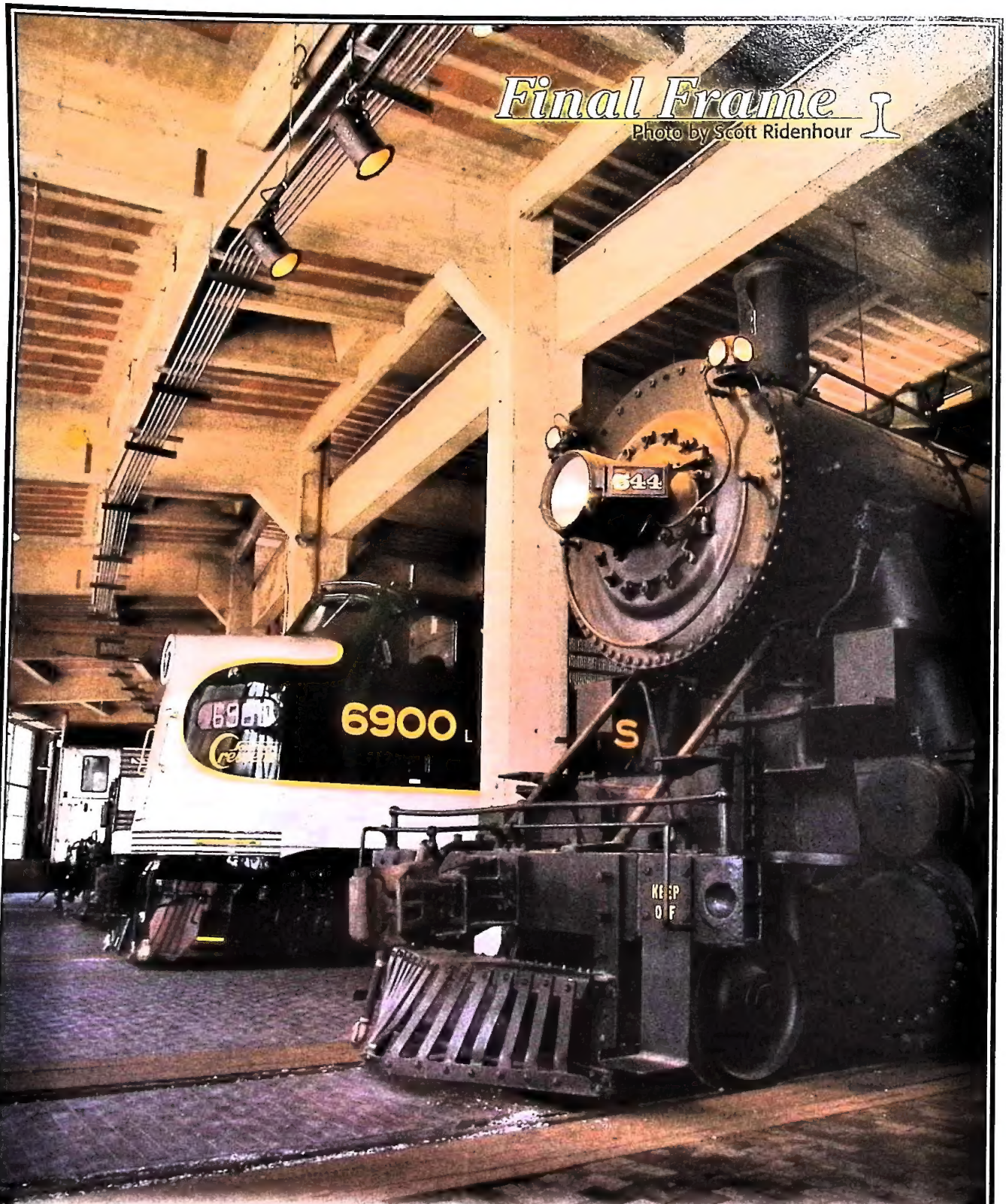

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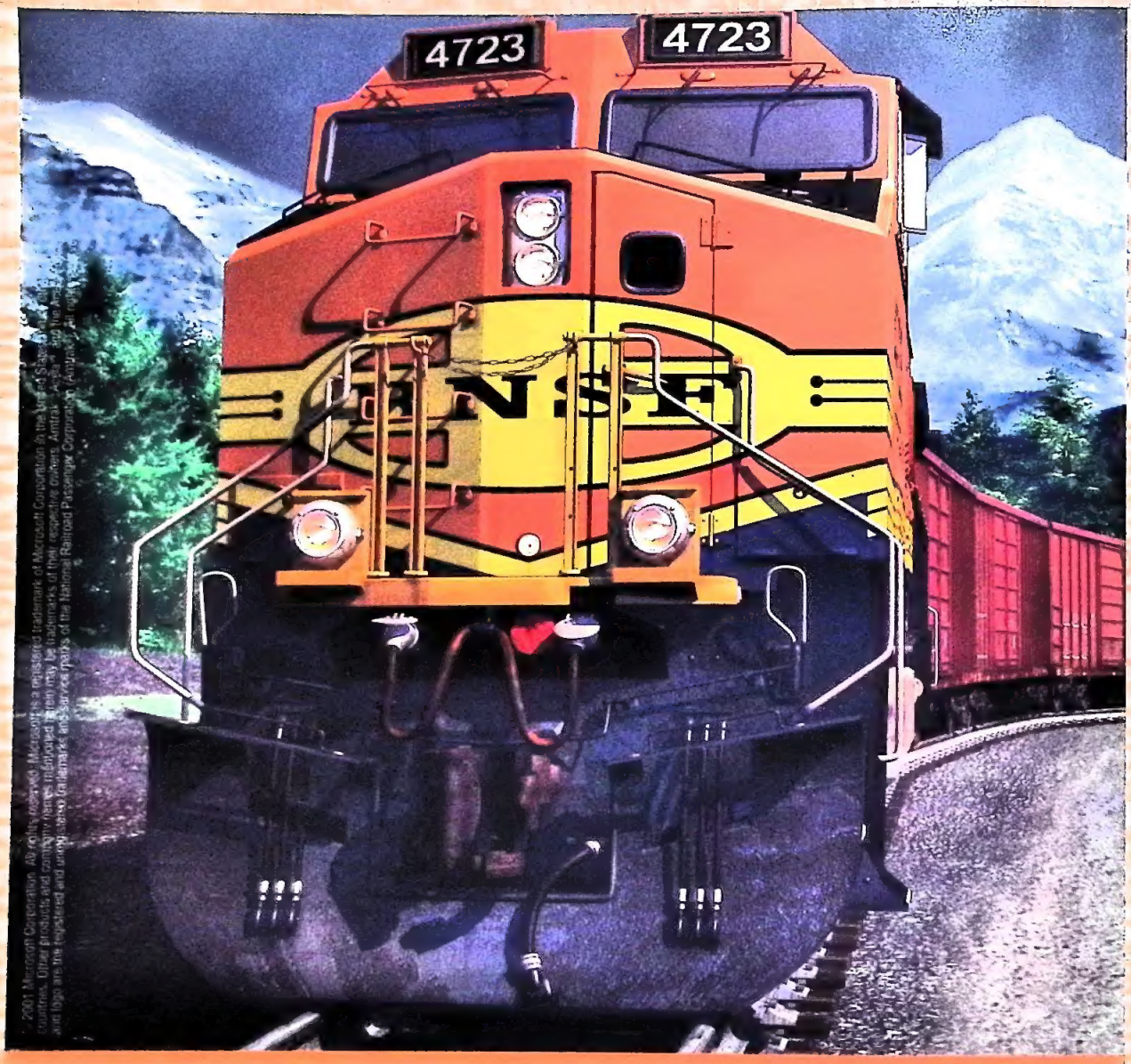

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